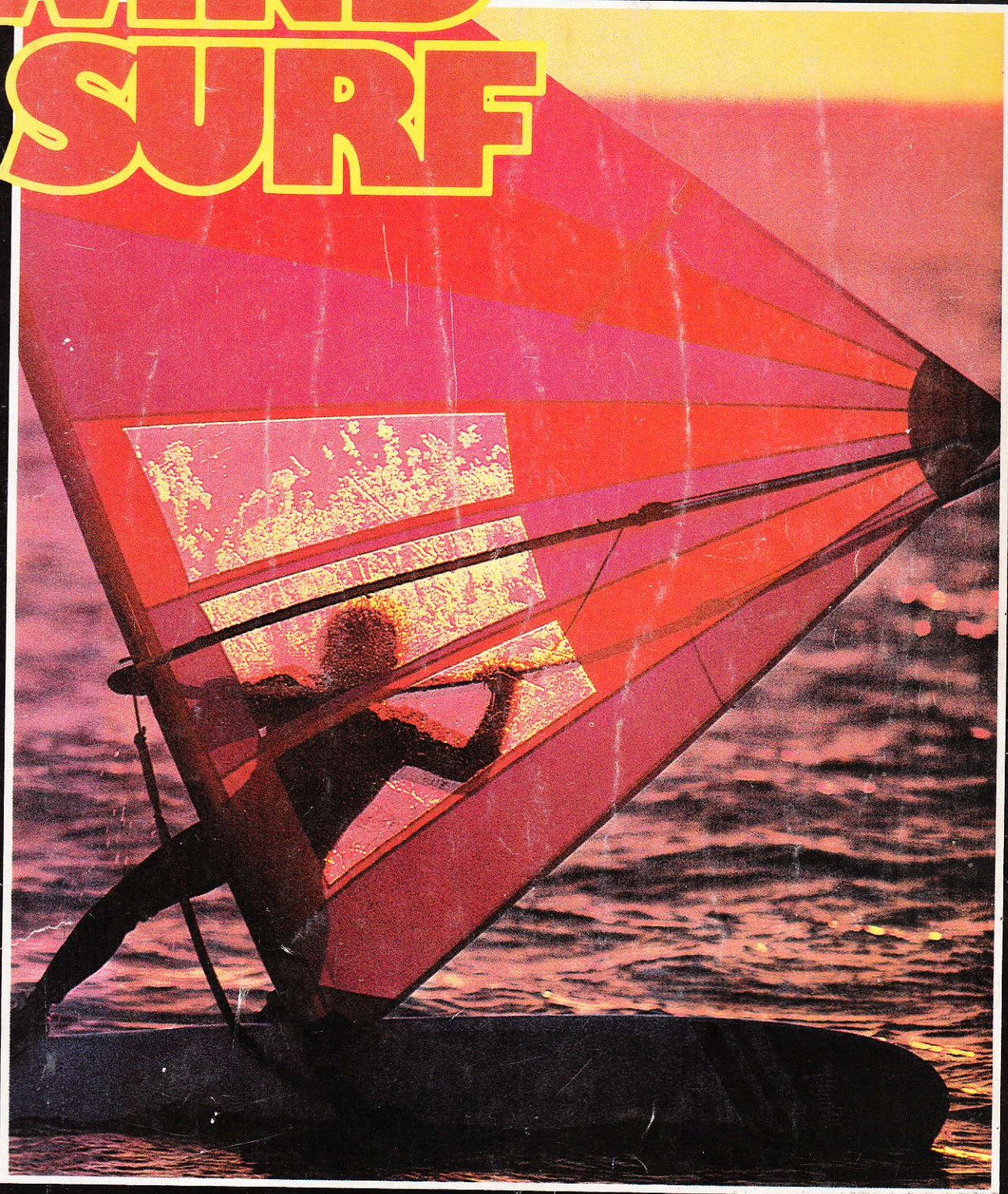


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WIND SURF

THE INTERNATIONAL BOARDSAILING MAGAZINE

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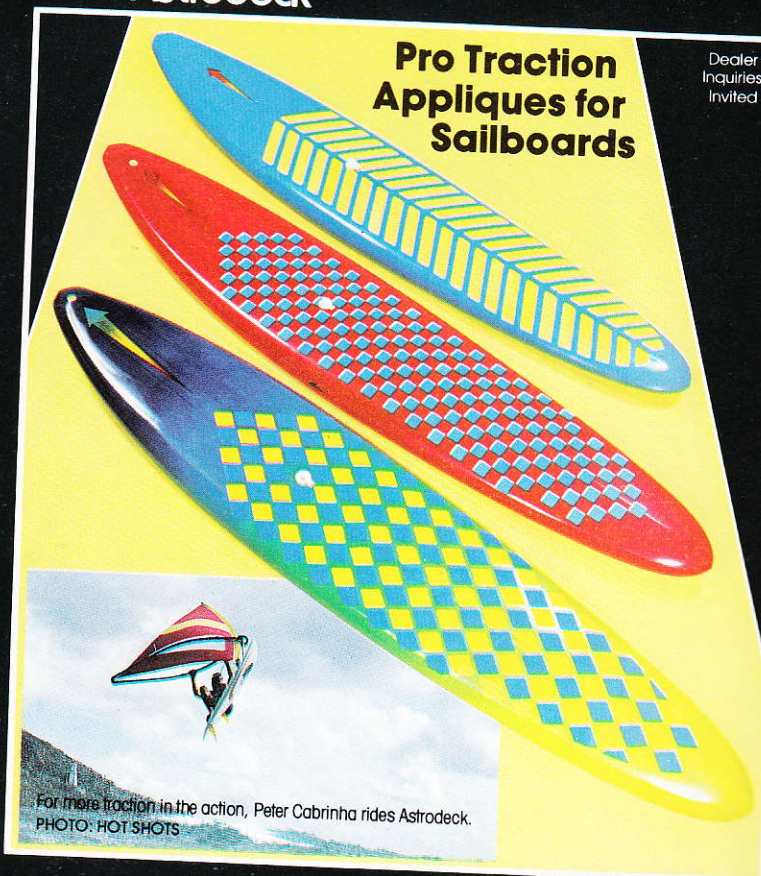
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WIND SURF'S Coverage and Distribution is worldwide. The magazine is published bimonthly. Subscriptions may be obtained by sending \$12.00 to WIND SURF, Box 561, Dana Point, California 92629. Subscription includes six editions. Please include your zip code. Foreign surface rate \$18.00. Foreign air mail rate \$37.00; remit International Bank Draft or International Postal Money Orders. **Contributions** — WIND SURF welcomes story, art and photo contributions. Photo/story articles and fiction should be directed to EDITOR. Miscellaneous photos should be addressed to PHOTO EDITOR. Mark envelopes PRESS PHOTO — DO NOT BEND, and carefully pack negatives and transparencies. All contributions must be accompanied by a self-addressed, stamped envelope. MAGAZINE IS NOT RESPONSIBLE FOR UNSOLICITED CONTRIBUTIONS. WIND SURF Magazine retains reprint rights. Contributor retains all other rights for resale, republication, etc. Send all contributions to WIND SURF, Box 561, Dana Point, California 92629.

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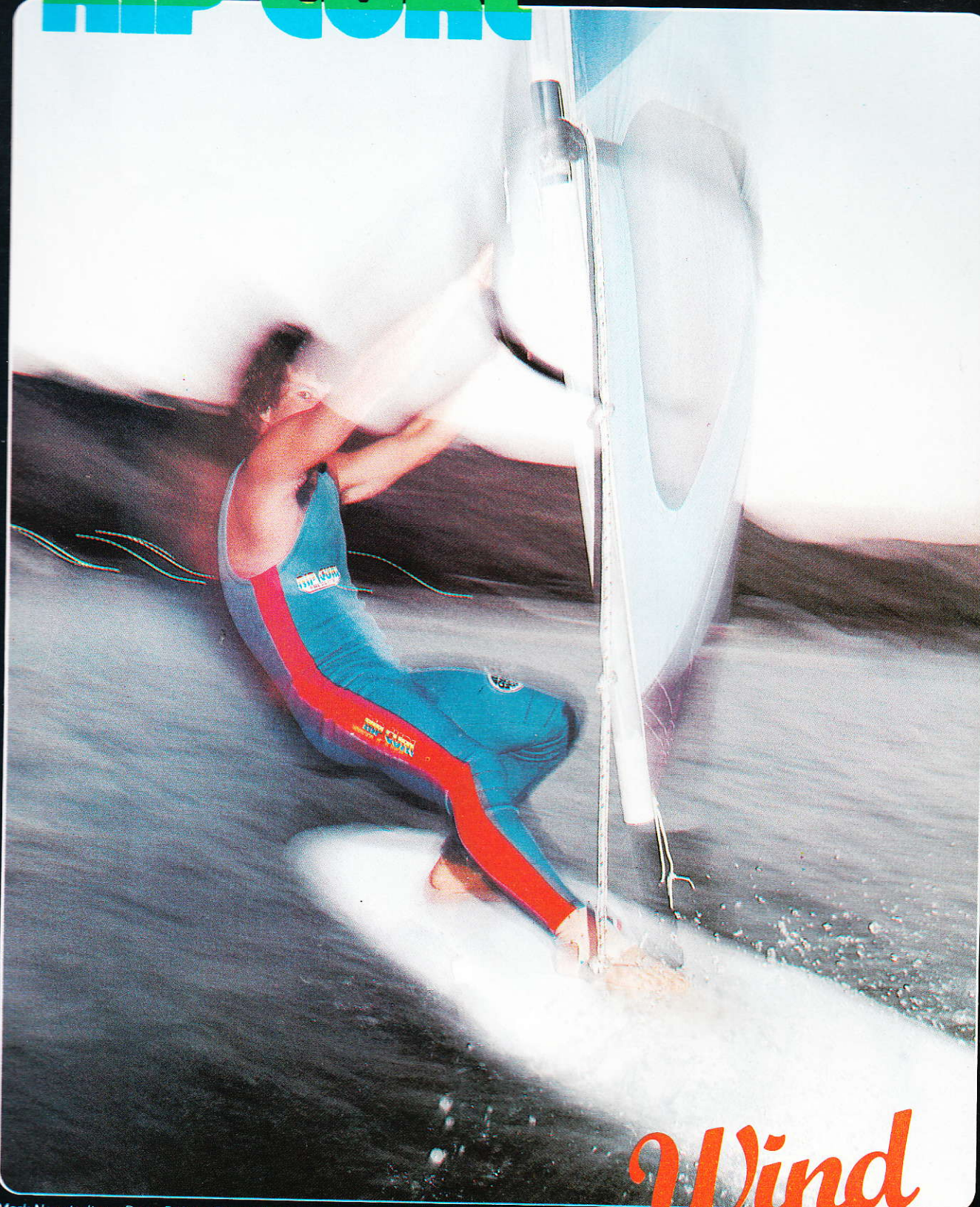
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Mark Neustadter Dana Point Photo: Flame

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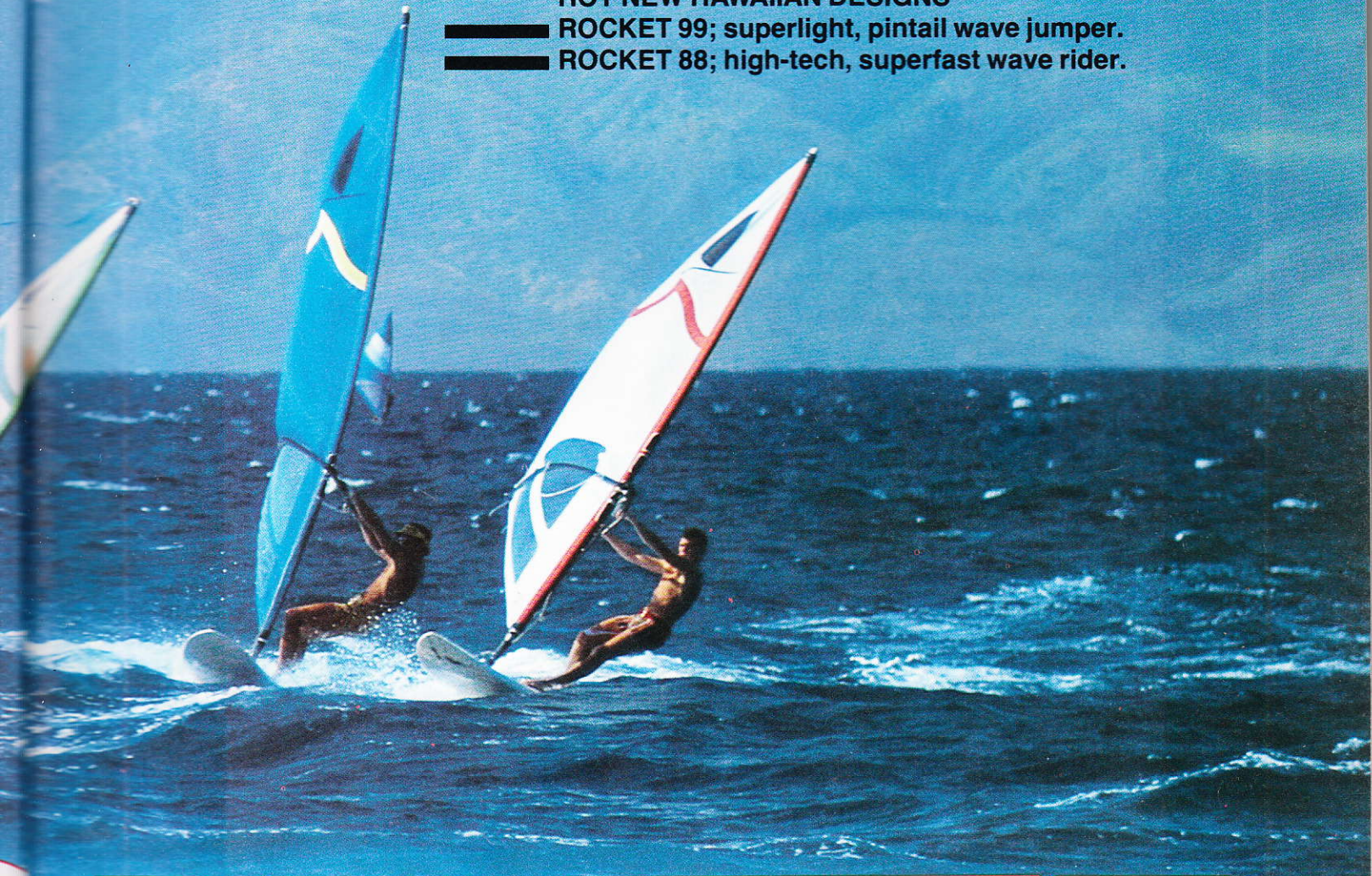
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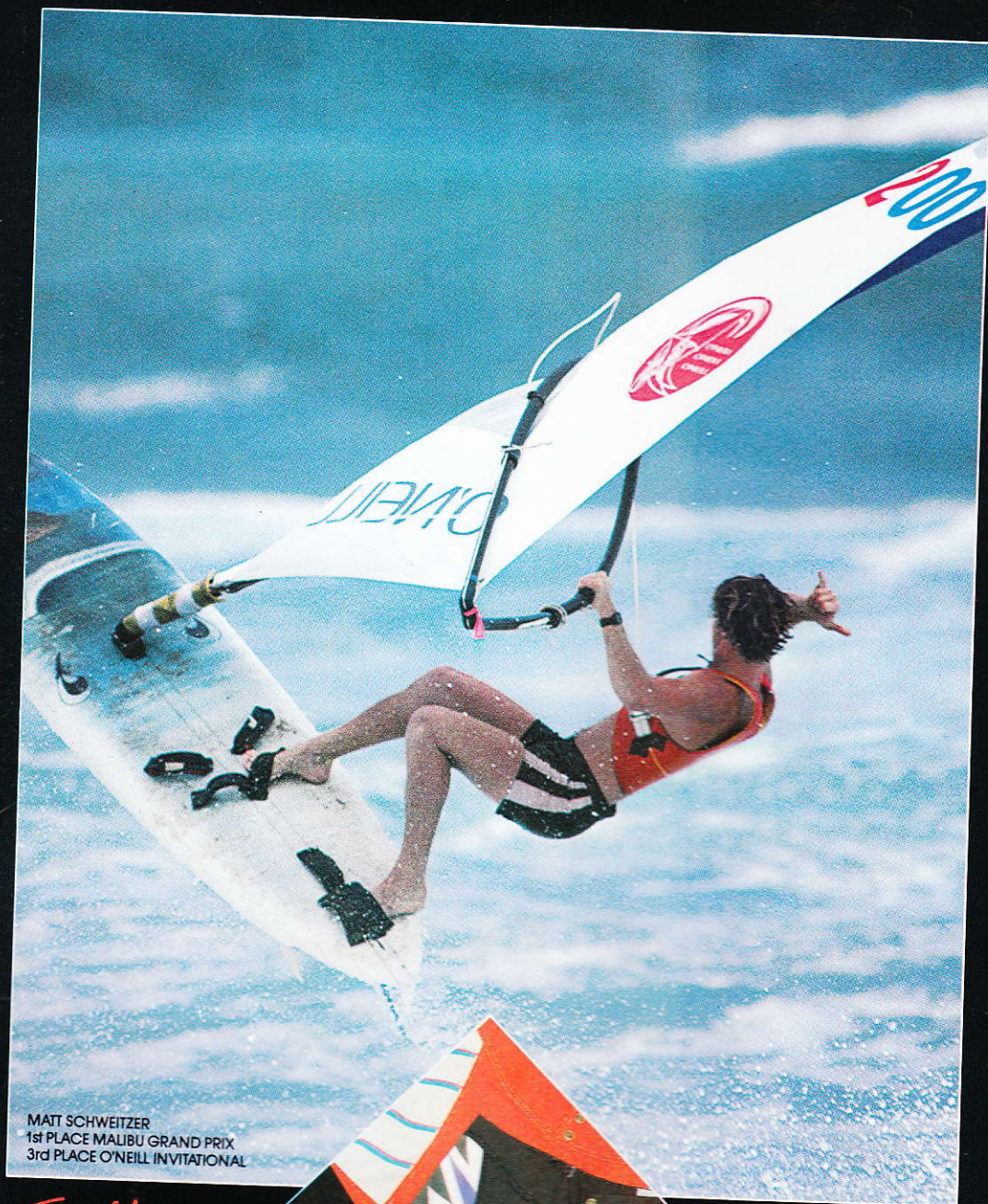
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CRUSADERS

Regarding articles on channel and ocean crossing; although these events are spectacular, they are also, as evidenced by the accompanying figures, very expensive propositions. . . . Articles encompassing not only wave sailing and channel crossings, but lake sailing, freestyle, and just plain fun are needed. Get back to the grassroots and away from the self-centered ramblings of the idle rich. The magazine will be better for it.

Allen Nonimus, Kihei, Hawaii

Dear A. Nonimus: We have received similar complaints in the past when an issue was heavily weighted toward a sailor's exploits; i.e. too much Waltze, Schweitzer, Naish, etc. Shall we disregard these people because they make too much news? Shall we disregard all expensive propositions, the (not so) idle and anyone who appears to be rich? (Admiral Byrd was well financed.)

We do agree that more fun and back to the grassroots are good ideas. Now the problem is, how far back and how much of it do you want? . . . Ed.

THE TIP

Working for Club Med, in Tahiti, Kauai, Cancun and Malaysia, I've seldom found a more consistent place with good wind and waves to jump as the Dominican Republic. I want to inform traveling boardsailors that from December through March the wind BLOWS at Punta Cana on the Mona Passage where the Atlantic meets the Caribbean. Three hours from Santo Domingo, a virgin wave and cruising paradise awaits. However, by the time anyone reads this and shows up, I will be in New Caledonia. It's good there too!

King Anness, Kauai, Hawaii



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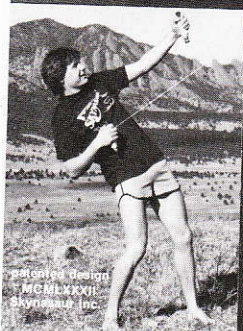
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MAST QUESTIONS

... Question concerning the Wind-surfer ad on Page 17 (March '82). The third board from the left seems to be having a lot more bend in the mast. Is this because the mast is more flexible, the upright style of the sailor, or sailor weight? Should a heavier sailor use a stiffer mast for better performance? Is fiberglass reinforcing (for strength) also useful in mast stiffening? Is it class legal? (Who's going to know?) . . . Frank Zezza, Springfield, Vermont

Mickey Fremont, mast designer and manufacturer, and our newest contributing editor, says, "The bend in the mast is a result of overshooting and the sailor's stance, which reduces the rig's efficiency and speed potential. A heavier sailor should use a stiffer mast because his/her weight contributes to improper sail shape due to increased pull on the boom. As a rule of thumb, a stiffer, well-designed mast with some flexibility at the tip will deliver better performance than a soft, bendy mast. Generally, reinforcing your mast will not stiffen it proportionally to the weight of the reinforcement material. In some one-design classes, reinforcing the boom joint is allowable, and there are no tolerances given for wall thickness in open-class specifications". . . Ed.

HANDICAPPING

I read with great interest your article "Futures," and some of the points of view surrounding the professionalism controversy. I must say that being a pro boardsailor has its attractions; I could buy a lot of . . . champagne on fifty g's a year.

But I agree with Kristin Taylor's May issue letter to the editor about the financial discrepancies that separate the really hot from those of us on the back burners . . . I have some constructive suggestions to alleviate the problem.

First, no pro should be allowed to compete in an amateur event with a mast that has not been broken three times and hastily repaired with five pounds of epoxy and glass; a board that has not flown off the top of a van on the freeway; a sail that is less than three seasons old and not completely blown out. In addition, no pro should be allowed to attend an amateur regatta with money that was not drained from a savings account or Christmas Club, or that was not obtained by pawning a family heirloom.

Since there is an imbalance in the time that the pro and I might spend in preparing for a regatta, it would be required that the pro interested in attending the amateur regatta come and hold down my swing shift at the Chrysler factory while I go to Hawaii and practice . . .

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These suggestions seem pretty equitable to me. I'm glad that's settled; I dislike unpleasantness. Love your magazine; if I lived at any particular address for any length of time, I'd subscribe.

Nu Wver, San Jose, California (at the moment)

DESTINATIONS

My compliments to your fine magazine. It's well-done photography and text helped many of us snowbound sailors through the cold months here in the north. However, a few additions occurred to me while planning next summer's vacation. Perhaps you could encourage readers to send a photo of some of the better local spots that are not easily found by a stranger on vacation. A brief description and a comment or two about local camping, etc., are also a help.

Jim Roehler, Waseca, Minnesota

Here's a good chance to exchange sailing information. We run small items in Tradewinds, but could run large articles devoted to photos and data on local spots: a potpourri of information... Ed.

MORE PROFESSIONALS

I am currently a one-design sailor and have been racing for six years on different boats in class races in which no one was ever questioned about their amateur status. This has been true for sailboarding until this year when a number of top sailors have received monetary prizes for winning sailboard events such as the Maui Grand Prix, Speed Crossing, and the Wave Classic in Australia. These sailors are now clearly professionals, according to the 1981-84 International Yacht Racing rules, Appendix 1, Rule 1.5.

My question to the I.W.C.A. and other concerned sailors is this: Is the I.W.C.A., which is sailed under U.S.Y.R.U. rules, going to let professional boardsailors race in an amateur one-design event such as the American or the World Championships?

If these sailors are allowed to compete in I.W.C.A. regattas, I feel it would totally undermine the class constitution. It would lead me to believe that the I.W.C.A. is promoting professional sailboarding instead of encouraging the enjoyment of the sport and the recreational aspects of sailing.

I would like the I.W.C.A. to call a meeting of their World Council to make a decision on this question before the events take place this summer. By taking action on this question, it would show responsibility within the class and prevent protests and hard feelings within the class membership.

A very concerned sailor, California, Oxnard

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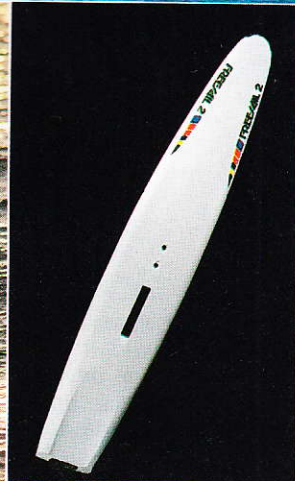
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Reaching back to their first days on the water, top board-sailors from around the world pass on tips and philosophies that could help you ease into more confident sailing.



Photo: Dave Epperson

Nancy Johnson/Rhode Island — "You don't want to start out with too big of a sail. It's important to go out with a small enough sail that isn't going to be too overpowering, and then you can feel what's happening rather than fighting the sail."



Phillipe Boghossian/France — "Keep going even if you fall down five hundred times. As you continue, you reach a point where the body moves the sail spontaneously with the wind."



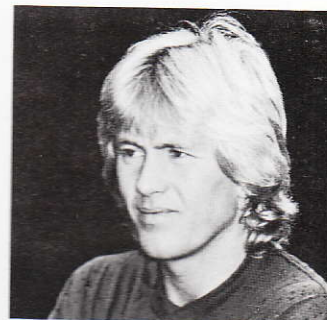
Photo: Chuck Koelsch

Betty Birrell/Canada/Hawaii — "For the woman who is beginning, your potential is greater than you often give yourself credit for. Don't be intimidated by high winds as you progress. Go out and exaggerate your potential, and go beyond what you feel you can accomplish. For instance, if you overdo a jibe or tack, it will ultimately be the proper body position even though it may feel exaggerated at first. You will eventually find just the right positioning in maneuvers."

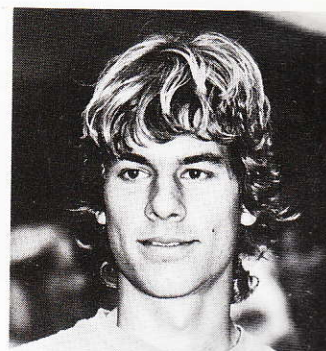


Cabrinha equipment check.
Photo: Wilkings

Cort Larned/Florida — "Check all your equipment; check all your lines; check your universal joint, bolts, rivets, and make sure they're screwed in tight because time on the water is like money in the bank; the more time on the water, the better off you are. You don't learn much sitting on the beach."



Jan Wangaard/Holland — "Don't try to win the World Championship the first year. Sail at your own pace, and don't let other people choose your pace. There is plenty of time for you to decide if this is the right sport for you. I learned from people who were older than me and didn't push me, but let me do what I felt."

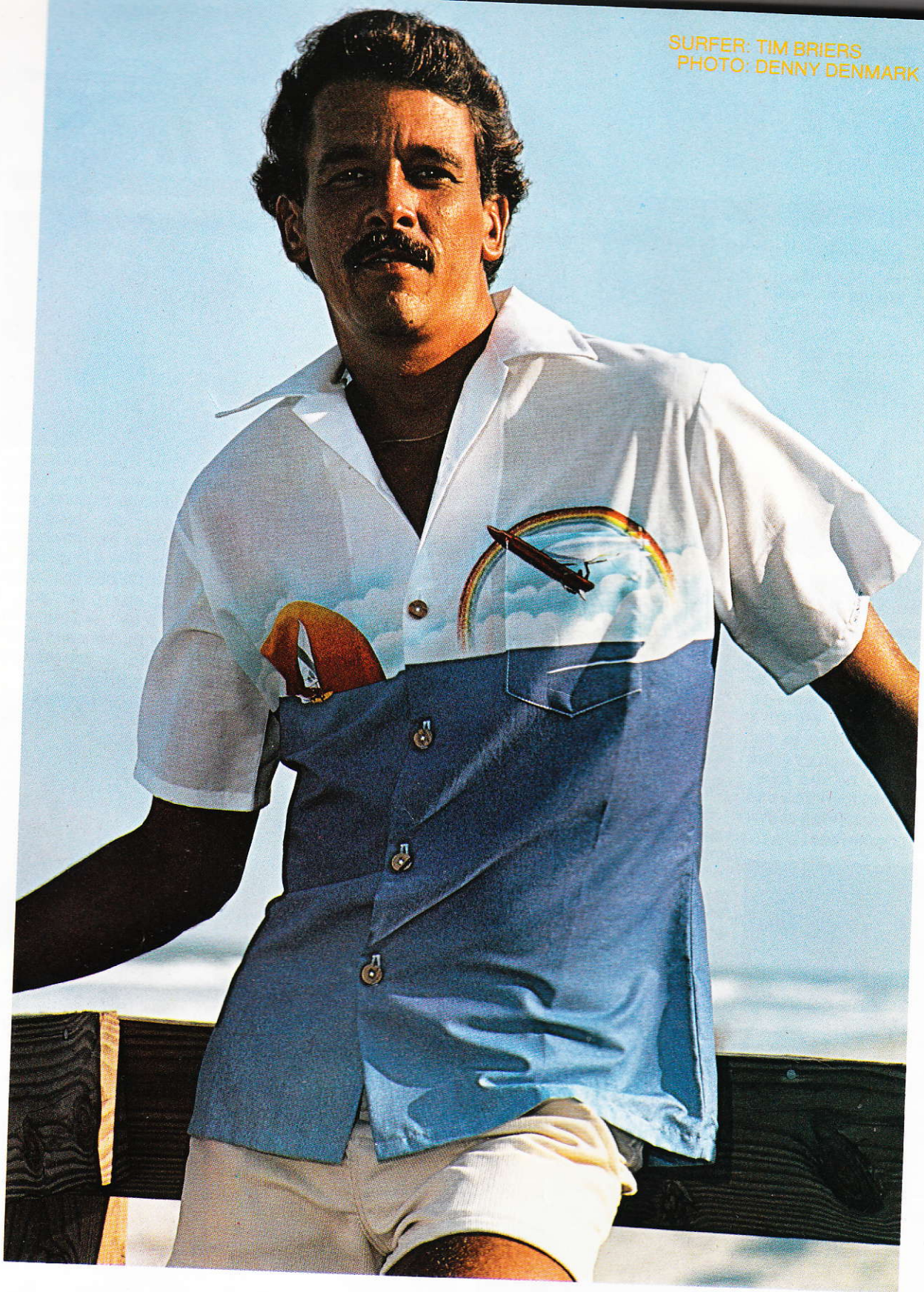


Peter Cabrinha/Hawaii — "Learn in flat water from 5 to 10 knots on a fairly floaty board with not too big a sail. If you learn in harder conditions, you are just that much ahead. But it's easier to learn the light and flat conditions."



Stefan Van Den Berg/Holland — "I always look at people who are better wherever I go. Watch sailors as much as you can, and then go out."

SURFER: TIM BRIERS
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PROFILE/INTERVIEW



(Above) Naish and his Pan Am Cup winning design. (Inset) Rick testing concepts. Photos: Steve Wilkings.

Rick Naish

DESIGNER

Designer/shaper Rick Naish built a number of the top placing race boards at this year's Pan Am Cup. A former big-wave surfer and father of world champion Robby Naish, Rick, at 41, is perhaps experiencing his most productive year. We talked to Rick after the recent O'Neill-Budweiser contest, getting his views on family, career, and the sport.

How did you get into boardsailing?

By the back door. I'd been sailing catamarans for five years or so, after having been pretty much pushed out of surfing by the changes that took place in that sport. Robby started boardsailing. Stan and Mike Horgan started. I borrowed their board and tried it. At first I didn't think it made much sense. It looked like a novel toy . . . never going to make it compared to sailing a real boat like a catamaran. But I learned pretty quickly that wasn't true. Now I sail cats once or twice a year. Boardsailing is much more fun.

There are some good pictures of you in 20-foot Waimea. Was there a time when you thought of devoting yourself to riding the big waves . . . surfing?

Yes, but there was just no way I could do it. At the time, I wasn't handy enough to make a living building boards — that was just at the start of the foam board days.

Everything was pretty much still balsa; it was such a lot of work and the guys that were doing good work were so very good at it that I couldn't imagine myself ever having been a successful shaper. Mainly, I was just having fun. At one point, I fancied myself as becoming some sort of career surfer, but it really didn't work out realistically. I was under a lot of pressure from my family to go back to school, so that's what I did. In the early 60's, I went back to school, married Carol and started a family; kind of got back into surfing for awhile. When I was in graduate school, we took a semester off and Carol and Randy and Robby and I spent most of a winter on the North Shore. That convinced us . . . that was in '67 . . . that we ought to come back to Hawaii. It was really a neat place. So we moved to Hawaii in '68 after I got my teaching certificate.

Where were you going to school?

I was in graduate school in Berkeley. Bailed out of a PhD program, took my teaching credential and ran. Before that I was majoring in genetics. The people who were doing good work in the field were working a whole lot harder than I wanted to. I was working 12- and 14-hour days in the lab. It was really kind of silly. It was interesting and rewarding, but my family life was going down the drain; there wasn't time to do anything else, so I got out of it; moved to Hawaii and went



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PROFILE

into teaching.

Is your whole family sailing?

Well, it depends on how into sailing. Christine knows how to boardsail, but she's a ballerina; she's not really into sailing. Rollie is 8, and hasn't shown too much interest yet. The last thing I want to do is push him into doing something like that. He'll probably end up doing it, but he's not too interested at the moment. I have four kids. Now I have a grandchild too.

How did you get into making boards?

Again, kind of through the back door. We were all sailing stock Windsurfer hulls in Hawaii. Stan and Mike had pioneered in changing everything that was changeable, making new daggerboards and moving mast steps around a little bit, carving skegs out; and a few guys started building their own boards, so I initially had some boards shaped by — I guess Brian Hinde did the first ones for me and then I glassed them. And it got to be more than I could afford

"Price competition has gotten so cutthroat . . . it's difficult to make any money at it except as a sideline . . ."

having someone else do the shaping, so I started doing it myself. I found that if you went slow enough, you could do a fairly decent job.

What are you thinking about in terms of your design direction?

There are lots of different kinds of boards that are going in lots of different directions. It's been fairly successful this year, and I think it's a little bit of luck and a lot of conservatism really. We haven't tried to do anything very radical in boards for important contests, and I've just tried things that I knew had worked in other combinations; put them together in slightly different combinations. We're working on a whole lot of different products, projects. A new production board for Mistral, constantly trying to keep a little bit ahead of the opposition, or at least up with them in these . . . I don't know what you call the race boards for these kind of races . . . construction class race boards, I guess, where there are no design rules to worry about. They're surfboards. It's all been done before, so I haven't seen too much very different yet. The surfboard guys do a better job at that sort of thing.

How and where do you work on boards, and what kind of sales setup are you involved in?

I have a place where we build boards. We don't have a retail boardsailing shop. We have components and we'll sell them to somebody if they come in the door, but we primarily are wholesaling and building very few custom boards. I'm distributing Mistral's line in Hawaii and points south. If all you're looking at is the custom board end of it, I think it's a real difficult way to make a living unless you've got a situation where you've got no overhead . . . if you live in a neighborhood where you can set up a shop in the backyard. Price competition has gotten so cutthroat, at least here, that it's difficult to make any money at it except as a sideline, as Mike's got with Sailboards Maui, or Windsurfing Hawaii selling boards in addition to the other supplies. The boards are not the money-making item. The prices keep going down. They're getting closer and closer to surfboards. On Oahu you can get a nice pintail complete with everything for under \$500; skegs, footstraps, ready to sail, and there is precious little profit in that.

Is it because of all the surfboard shapers coming in?

Yes, they're coming in, and the reason is that the surfboard business is really depressed. The Japan market,

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PROFILE

which was pretty much the bread and butter for Hawaii for years, has largely fallen apart. There are a few companies still exporting to Japan, but the Japanese have pretty much figured out how to do it themselves. There's a lot of really talented, good surfboard craftsmen who are hurting at the moment, so sailboards are an obvious way to go.

What do you think of the future of the sport, having watched it boom in Europe and come back to us. How's it going to go in the United States?

It's just going to balloon. I'm sure within a few years, it's going to be the number one summer sport in the United States as it is in Europe now. Supposedly — someone was throwing some numbers around last week, and I don't know if they're accurate or not — the gross sales are exceeding skiing in Europe now. It's become the "in" thing to do. It's a natural for great middle America. The only danger I see in it is building the macho image to the exclusion of boardsailing as a good leisuretime sport. It can be an exciting toy even on a relatively small puddle of water, and there's lots of small lakes in the United States where it doesn't make sense to have any other kind of boat.

Do you think growth in the sport will bring some of the overpopulation problems that surfing has experienced?

It need not be as restricted as surfing is. The parameters that define a good wave in surfing are very different, luckily,



"I can't see the amount of support the factories are putting into racing now is going to continue."

Rick with sons Robby and Randy. Photo: Wilkings.

than the parameters that define a usable wave for sailors. Actually, for most of us, a good junk — mushy wave — is a whole lot more fun than a big, hollow barrel. At the really premier spots, Hookipa, Diamond Head, Flat Island (only because there's a lot of people around), it gets a little tense. I think part of the problem is, if Diamond Head is an example, the worst offenders have been guys who didn't come out of a surfing background; in fact, are from somewhere other than the islands and don't have much conception of how scary it is to have somebody come flying three feet over your head when you're sitting out in the lineup waiting for a wave. I think it's more unconsciousness than malice. I don't think they're out trying to throw their weight around. There may be a few that are, but it's not a significant number.

What kind of future do you see for Robby and other young people in the sport?

I don't know. Robby right now is doing pretty well as a professional, semi-professional sailor. It's the kind of thing that could really take off, assuming that it gets enough media interest. This contest here (O'Neill) was held for some guys presumably for television release. If we can ever get it put together, one of the networks is interested in doing another contest along these lines on Oahu. And if it's entertaining enough, that may well be a reasonable source of income for at least a few of the guys. I can't really see the amount of

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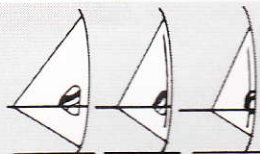
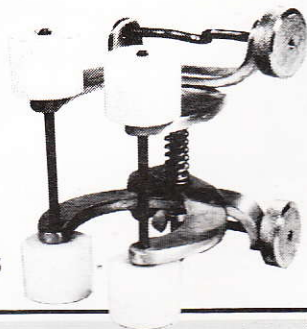
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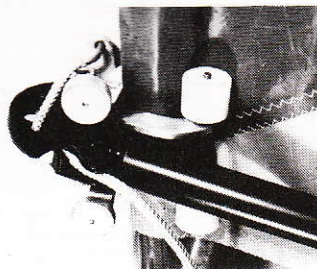
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PROFILE

support that the factories are putting into racing now is going to continue. I think that's going to taper off when the marginal manufacturers are forced out of it by not being able to compete economically. It seems to me that there's a lot more money being put into racing programs by manufacturers than they're getting back as advertising or goodwill or whatever. So many are putting so much money into it for such a small return — you know, a 4th place here and a 7th place there. That really doesn't pay off in the long run. I doubt that the situation as it is now where almost every good racer, at least in Europe and to a large extent here, is sponsored to a pretty high degree by one of the factories. I think the sport in that end of it will become more amateur than it is now, although that may be 180 degrees out of phase with reality, but I have a feeling that it's going to happen.

What about the emerging professional circuit? Do you think that someone or a group will take control of this?

"There's a real need for the sailors to get together and present a united front to the organizers."

I've talked to Robby and a couple of other guys, and I think there's a real need for the sailors to get together and present a united front to the organizers. The situation that occurred here with the release these guys were expected to sign to participate in this contest was absolutely outrageous. They were signing their life away in essence. Really an unfair bit of verbiage. It was overdone, and luckily Robby caught it, or maybe unluckily, I don't know. We'll see how the film comes out. With the situation as it was here, there wasn't much an individual could do, and I'm certainly not accusing the sponsors of doing anything shady. If you give something to a lawyer to write, he'll write the best thing he can for you. So contracts are usually negotiated. You get your lawyer and his lawyer, and together they end up doing something fairly reasonable, but if one side writes the contract with no input from the other side, it tends to be awfully one-sided just because that's the way it's usually done. So I think . . . assuming that the sponsorship holds up, the sailors are going to have to get together and be able to negotiate things like what are they signing away when they enter a contest. It's like other sports. The interests of the sponsors and the interests of the sailors are usually not too close.

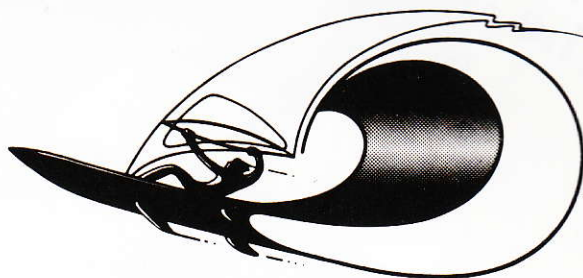
Does your lifestyle allow you much time to sail?

Not very often; at least for the last few months. I live in Kailua, and it's gotten to the point now where I don't sail if it's not fairly windy. I'll take an open-class board out sometimes in light wind and try to learn how to stand on it, but I think I'm still sort of a kid at heart and would rather be out thrashing in the waves if I were capable and had the time, neither of which applies at the moment, I'm afraid.

At this point in your life, what are you building for in your future? What are your goals?

Early retirement would be nice. It looks like I will continue working with Mistral, at least for the foreseeable future. We've got a pretty good relationship going. I'm doing some of their design work and a lot of the research and development. What I'd like to do is get things set up so that I have more time to spend sailing. I have a feeling I'm falling rather behind in that. It's pretty difficult to build them right if you're not on them. I'm making enough to live on, and I live in a beautiful place; and if I can just get things arranged so that I've got more time to take advantage of the beautiful place, it'll be neat.

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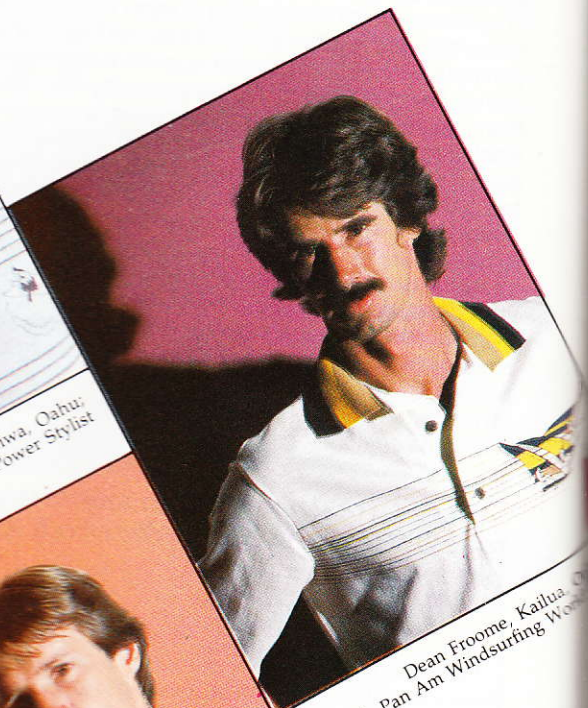
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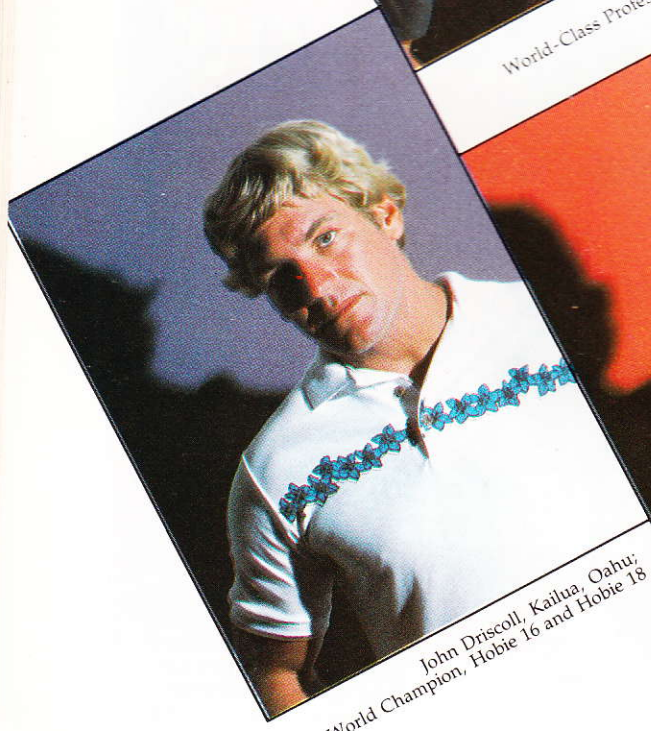
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WINDOWS



A Master Schedule

It was bound to happen. In fact, it happens often; one-design contests here and there, perhaps a funboard-cup overlap, and maybe the Ogalalla R & R, all on the same weekend. No one suffers, even though there may be a few difficult choices. But it became evident recently that we are entering a new era.

A glorious glut of contests appears on the horizon, which is in itself a promise of more fun, opportunity and a broader canvas on which to fly your lines. The main problem surfaced in the simultaneous scheduling of three important events: the Japan Cup (\$50,000), the Fiebre Amarilla, and the Euro-Funboard Cup in Italy. A lot of sailors would like to participate in several, but lack of a central clearing service and up-to-date contest data made this scheduling snafu possible. It would be valuable for a sponsor to know the available dates and who's scheduled before and after to sensibly plug into the yet unorganized circuit. The success of a regatta — particularly in professional endeavors — depends on attracting top sailors.

In time, a governing body will probably handle this service — certainly on the professional level. In the meantime, we would like to make a sponsor's scheduling service available — by phone, telex, or letter. Volunteering is easy. We all have this good spirit who stumbles forward, throws his hand up, and beaming, says, "I'll do it!" The volunteer is replaced by the worker, and reality creeps in. However, we've talked to our telex, and it's willing, and Chris Maxwell is willing, so we feel on solid ground. Beaming, we step forward and volunteer.

The nitty gritty: simply write, call or cable the numbers below for information on selected dates, or the availability of dates within a given time frame. Up-to-date schedules of major contests for the year will be available. We'll try to include major one-design class events as well. Much will depend on your input and overall cooperation (more volunteers). This can become a useful service for sponsors, and through it we will all be more informed; efficient. And efficiency creates more something — hopefully sailing time.

An up-to-date schedule will appear in the magazine for the benefit of all sailors. A master schedule can add up to gains in a lot of departments.

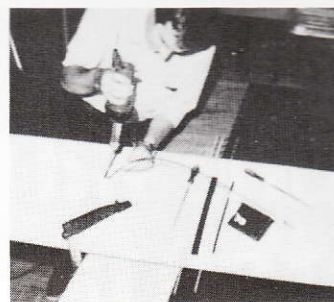
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HAWAIIAN



CIRCUIT

By Drew Kampion

The events of this past March and April in Hawaii underscore the birth of a new watersports reality: a sailboarding circuit in the Islands.

From the Pan Am in Kailua with its roots in traditional sailing competition, to the Speed Crossing with its defined geographical goals, to the O'Neill Invitational and the Local Motion contests with their dynamic, experimental formats: the whole spectrum of boardsailing was played out over a four-week period against the backdrop of this (usually) tropical paradise.

The timing is great; it's just before the European circuit starts when sailors from the northern lands are just emerging from their hibernation, needing something like this to get them back up to speed. It's also — this year notwithstanding — one of the windiest months in Hawaii.

The Island circuit is the occasion for the premier of all the winter's new prototypes. New innovations emerge to be tried. New performance goals for the year are established. New faces appear.

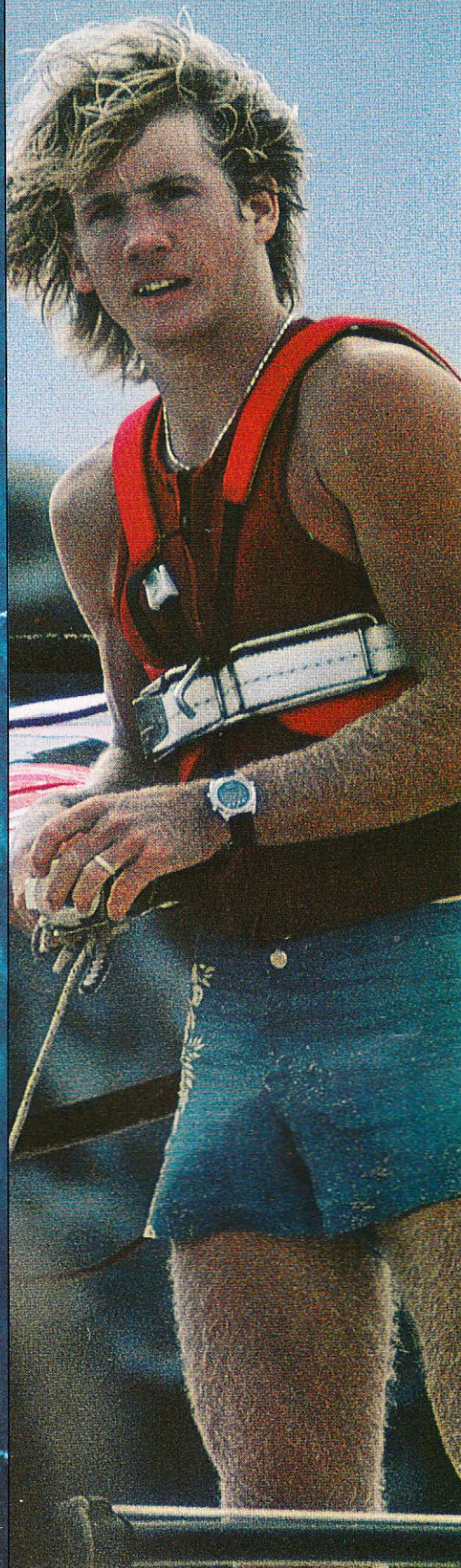
Despite the weather, this year served to establish this circuit as the focus of state-of-the-art developments in all facets of boardsailing. The equipment here was the most advanced the sport has yet seen; the sailing in and around particular events demonstrated a shift in emphasis towards high-wind competition. That's what the most advanced boards are being built for, and that's what the sailors want to sail in.

It was also made clear this spring that Hawaiian sailors and board builders were going to have a great impact in the future. All were impressed with Rick Naish's boards, and not only for Hawaiian conditions. They will be in Europe this summer and fall; they will most likely be the standard fare in Hawaii next year.

And nearly everyone was impressed with Robby Naish's sailing. He will no doubt have an impact in Europe if he follows through on his plans to compete there late in the summer.

It all became clear at this year's Hawaiian events that the level of ability is rising dramatically. Malte Simmer, Peter Cabrinha, Jan Wangaard, Stefan Van Den Berg, Jurgen Honscheid and many more: the future is with us now!

(Left to right) Jurgen Honscheid — Maalaea Dash winner; Peter Cabrinha airborne as Robby Naish makes the drop in O'Neill finals; Cabrinha, victory in the surf; Naish on a fine line to the Speed Crossing title; Naish — championship determination at the Pan Am Cup. Photos: Wilkings & Severson.



PAN AM WORLD CUP

Biting the Bullet by Drew Kampion

It was the Fourth Annual Pan Am Hawaiian World Cup Regatta, and as usual, expectations ran high. The last week in March supposedly has the highest average winds of the year (over the last 30 years, 26 of 31 days with 15+ knot winds), but this wasn't your average year. It'd been raining most of the time since November. The top boardsailors from all over the world arrived early only to sit and look out on gray, stormy days with erratic, light winds. And to make things worse, a number of European racers arrived to find they weren't in the event at all. So it was that the stage was set, the actors in their places, and the audience attending . . . but the curtain never lifted.

SUNNY HAWAII/WINDY KAILUA

Kailua Bay is a perfect setup for sailing, a beautifully defined crescent of coast nestled between the large Makapuu Peninsula and Kaiwa Ridge on the southeastern spur of Oahu. On the windward side of the island, Kailua is wonderfully exposed to the notoriously consistent tradewinds, and the onshore cant of the beachside rows of ironwood trees attest to this fact.

It is because of this ideal setup that Kailua has become the center of performance boardsailing in the same sense that the North Shore of Oahu (with its huge and perfect surf) is the mecca to thousands of pilgrim surfers. The streets of Kailua town are a reflection of this: cars with boards and rigs on the roofs roll by famous sailboard shops where every kind of gear and equipment made for the sport can be found at state-of-the-art levels.

The fact that Kailua is within a half-hour of Diamond Head further enhances its appeal; the wave-riding excellence of many of the Kailua sailors was developed in the perfect



southside surf, while regatta skills were built in and around Kailua Bay.

Given these naturally inviting conditions and a time of year in which most of the world is being blasted by some form of wretched weather, it's no wonder that the Pan Am is so popular an event. And it's no wonder that expectations run high either.

"Hawaii certainly has much to offer in addition to our blue seas and year-round benevolent climate," boasted Governor George Ariyoshi in his welcoming letter to the competitors.

Indeed, it did appear as if the sky would open and let the events of the regatta pass through into the promised land of dramatic action acted out in brilliant conditions. The clouds rolled aside, clung broodingly to the dark spires of the

"The stage was set . . . but the curtain never lifted."

Koolau Range, and left the azure pearl of Kailua shimmering in fresh 20-knot breezes for the last couple of days before the start of competition.

The best boardsailors in the world streaked white slashes back and forth across the bay and out around Flat Island. They jumped waves, practiced duck jibes and smoked to the limit on the reaches; they converted their experiences into some last-minute equipment modifications as the energy mounted.

But by the day before the scheduled start of competition, the clouds came down off the mountains and plunged Kailua into a gray shadow from which it would scarcely emerge for the next week.

SKIPPERS

The 160 skippers in the Pan Am were the first 160 entries received. Perhaps this favored the Americans, but the word

was that a number of Europeans casually assumed that they'd be able to get in if they went to the trouble of getting here for the event. Not so.

There were few French and no Italian competitors in this year's Pan Am. Some arrived to find their entries, though received on time, were rejected because the field of 160 was already filled. Italy's Alessandro Mamusa called it an "American Mafia scheme." Many Europeans agreed, asserting that such an event couldn't truly be termed a World Cup.

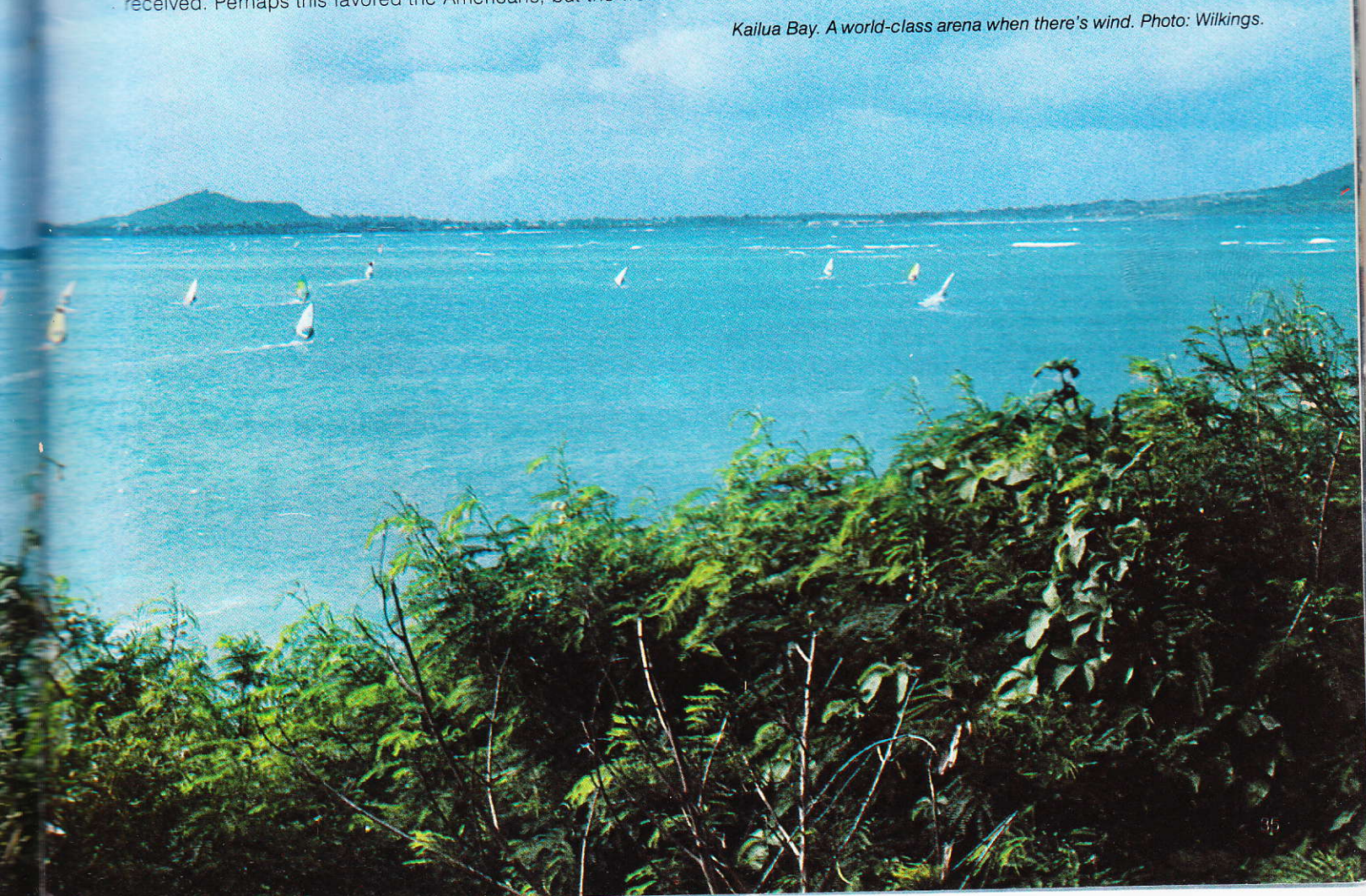
"I am very mad," said Catrina Stagno (whose entry was on time but after the cutoff had been made), "because I like the strong wind, but they tell me I cannot race. But I am sure I could finish all the races even though many girls could not who are entered. I will be back next year!"

On the other hand, there was Dennis Vineyard from St. Louis, visiting his girlfriend on Oahu. He'd sent in his entry last fall and made it into the event. Boardsailing only one year and riding a stock Windsurfer, his hope was just to be able to make it around the course at all. He was almost out of money and would soon have to go home.

A couple of last year's finalists weren't at Kailua this year: Charley Messmer of Switzerland broke his ankle skiing and was still mending (he was 5th last year), and West Germany's Thomas Staltmaier (6th) had been involved in a severe car crash six months ago, and was just managing to walk a bit and still couldn't move one of his arms. And then Mike Waltze flew back to Maui just before the race, ill with hepatitis.

But if there were the exclusions by plot or by fate or by pocketbook, most of the best were at Kailua: Jan Wangaard and Anders Foyen from Norway, Johnny Myrin from Sweden, Scott O'Connor and Mark Paul from Australia, Stefan Van Den Berg and Michael Bouwmeester of Holland, Hideki Miki and 15 others from Japan, Bamroong Ruansap of Thailand, Raman and Santha Patel from New Zealand, Betty Birrell of

Kailua Bay. A world-class arena when there's wind. Photo: Wilkings.



Canada, Walter Raudaschl and Rainer Gutjahr of Austria, Marc Niewbourg and Patrice Villiers and (getting in on the last-minute withdrawal of Scott Sullivan) Jean Philippe Boghossian from France, Fraser and Ken Black from England, and Jurgen Honscheid and Philip Pudenz and several others (including transplants Klaus Simmer and Barbara Ockel) from Germany, plus all the top U.S. sailors ... to mention but a few.

Indeed, milling about the Kalama Beach Club, headquarters for the event, the juice-laden smoke from a luau pig hanging blue in the air, it sounded like break time at the United Nations. It was very apparent that whether or not the winds decided to cooperate, there was going to be a high degree of cross-pollination going on at this event. There were new developments in board design and a couple of major refinements (sliding or adjustable mast steps, for instance) that had the competitors heavily rubbernecking at one another's equipment. Each theory, story or bit of news was batted around in a dozen languages as the tension mounted towards Saturday morning and the scheduled start of the qualification triangles.

TRIANGLES

Qualification for the final event would be based on three "triangle" races, though the shape of the course was rather

**"... it sounded
like break time at the United Nations."**

more trapezoidish. Across the imaginary line between the committee boat and the starting marker, the fleet would sail. They'd beat upwind for Alala Point, then on a starboard tack, sail south of Flat Island towards the weather mark outside of the reef. From there it was a two-mile reaching leg towards treacherous Bird Shit Rock (aka Mokolea), in the dreaded lee of which many an anxious racer had grown old. From there it was back around the starting mark, back to the weather mark (pointing through breaking surf), another off-the-wind sprint to Mokolea, a port reach inside the reef, and a short weather leg to the finish mark. A twelve-mile course. Whew!

But on Saturday, a big, wet low seemed to be sitting right over Kailua, and though there was some swell action out on the reefs, the air was weirdly fluky and there was no racing. Committee Chairman Red Haywood set the weather mark in good winds, but by the time he got over to Bird to check it, they'd crapped out for the day. On Sunday things started off looking pretty good. Although there was a heavy overcast, the winds were above the 13-knot minimum set for the qualifications. The marks were set out in a big north swell and the start prepared, but after a significant amount of hemming and hawing at the start, the weather mark broke free and began to close rapidly on Bird Shit. Break for lunch. And after lunch (2:00) the wind had dipped back to around 10 knots. Postponed.

The first skippers' meeting on Monday was at 8:30. Later on there was another, and then another. But by early afternoon, Red announced that they had the wind and a start would be made. The field was divided into four fleets. The first two would go, and then in six minutes the second two would follow. It was a gray and wet day, and the steady onshore wind made it a cold one, too. Not what Governor Ariyoshi had advertised, but at least we were racing!

Doing double time in waiting was Robby Naish, whose wife, Bitsey, delivered a fine baby girl less than an hour before the start of the first qualification race. Robby arrived in time to get his rig together and glide up to the line just as the race was started. Riding the flagship of his father Rick's nine-board Mistral fleet, he blazed past everyone in the pack and nearly overtook the winner of the first race, who'd started six minutes earlier. Such a performance, however, is not

atypical of Robby.

In fact, when the second qualification race was run off, he pulled off another stunning move. Fraser Black saw it from the water: "I was just amazed by Robby in the second preliminary race; he was over the line early and sailing up the windward leg when he was informed he was over early. He turned around and had to go back a couple hundred yards, and he must've been five minutes behind when he finally started, and on the second time around Bird Shit, I nearly fell in when I saw him sail up right beside me (Fraser was leading). He was gone before I could blink my eyes! His board is exceptionally fast, but there's a lot more to it than his board. It's a combination of a good board and a good sailor!" Fraser should know, he was riding one of Rick Naish's new boards too.

The second race was called into question by a number of competitors, however, because Robby had been illegally informed that he was over early. Instead of simply relying on the individual recall flag, a committee boat actually approached Robby, from which he was told he was over early; this is quite contrary to World Class regatta procedures, and in fact it was announced at the next skippers' meeting that the committee would not take such action again. Unfortunately, as fate would have it, a top finisher in the third race was over early, failed to heed the recall flag, and was disqualified. Robby won that third race also, smokin' the pack, but the DSQ, versus his own good fortune in the second race, cast a shadow over the eventual results.

But with the triangles out of the way that gray Tuesday afternoon, the lines were clearly drawn for the event: it would be Robby Naish, and then everyone else fighting for second place and beyond. However, given the peculiarly Hawaiian combination of winds, currents and waves breaking on the reef around Flat Island, the Europeans exhibited exceptional performances, most notably by Wangaard, Honscheid and Pudenz.

Wangaard's second-place overall finish (2 firsts, 1 second) in the triangles came despite some physical difficulties: "I'm very ill," he said after the triangles. "I got very sick this time, and I haven't been sick for a few years; it's my stomach and fever. It's not so good when I'm racing; it takes energy."

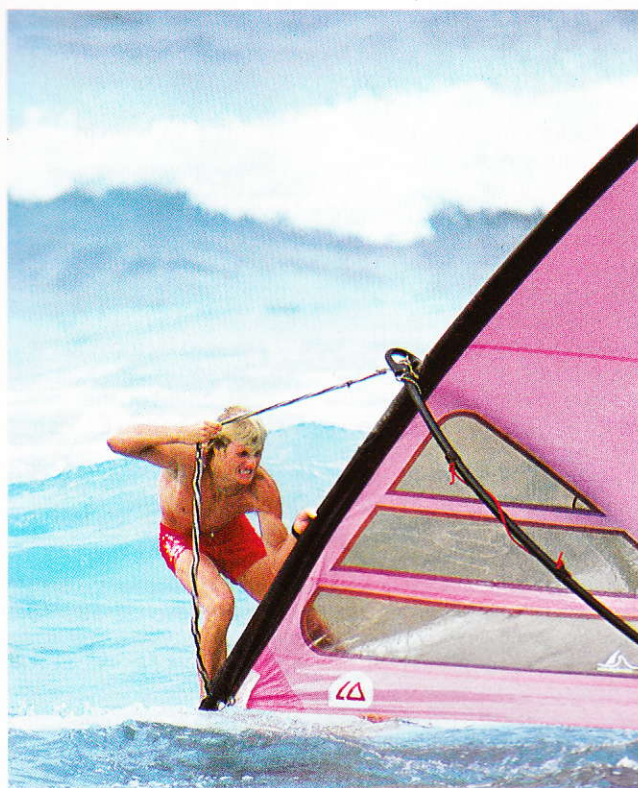
Pudenz finished sixth overall (3 thirds) despite a broken daggerboard in his first race. He was riding a board very similar to Robby's, but with twin fins instead of a single. "One of the improvements that they've found out about over the last year," he commented, "is that for these conditions you've got to have sort of a displacement front for going upwind, but on the reaches and off the wind you need a flat tail for planing." Those are the elements that Rick Naish seemed to blend most perfectly in his Pan Am boards.

As for Honscheid, whose home is on the island of Sylt in the North Sea where he surfed for several years before starting to boardsail, the conditions were fine. His performance (2 seconds, 1 fourth) was a high-class blend of seasoned Open Class tactics and savvy wave-zone negotiations.

Eighth-place finisher Stefan Van Den Berg felt that the Europeans might have even placed higher had the Pan Am run later in the season: "In Europe we have to stop sailing for three months for the winter, but here they can sail all year. At the moment I'm not yet sailing at my best; you have to come gradually back into it again." Even so, Stefan took three fifths in the races, despite giving up ten places in the middle of one triangle for an open-ocean rig repair.

QUALIFICATION TRIANGLE CUMULATIVE RESULTS

1. Robby Naish (U.S.A.), 2. Jan Wangaard (Norway), 3. Ken Winner (U.S.A.), 4. Fraser Black (England), 5. Jurgen Honscheid (Germany), 6. Philip Pudenz (Germany), 7. Alex Aguera (U.S.A.), 8. Stefan Van Den Berg (Holland), 9. Jean Philippe Boghossian (France), 10. Marc Niewbourg (France), 11. Richard Cole (U.S.A.), 12. Ben



ROBBY NAISH

Incredible though it might seem, almost every top sailor at the Pan Am regatta agreed: Robby Naish was the best. The results of the three triangles only served to underscore the consensus. Even those that came to Kailua with every intention of winning contributed unhesitatingly to the praise. To see Robby moving out on one of Rick Naish's boards makes you wonder, however, if he might actually be light years ahead. He slides the board out onto the water, catches a sail full of wind, and steps up onto the deck as the hull seems to fly seaward under him. His acceleration and speed is simply extraordinary. Finally, there's his tenacity as exhibited above: wrestling the rig into submission. Photos: Severson & Wilkings.

Wesseling (Holland), 13. Matt Schweitzer (U.S.A.), 14. Robert Nagy (France), 15. Don Yoakum (U.S.A.), 16. Klaus Simmer (Germany), 17. Anders Foyen (Norway), 18. Pat Love (U.S.A.), 19. Patrice Villiers (France), 20. Collin Perry (U.S.A.)

Women

1. Nancy Johnson (U.S.A.), 2. Rhonda Smith (U.S.A.), 3. Betty Birrell (Canada), 4. Santha Patel (New Zealand), 5. Lisa Penfield (U.S.A.), 6. Peggy King (U.S.A.), 7. Martine Van Soelingen (Holland).

INS & OUTS OUT

On Wednesday, March 31st, it looked brighter. The sun burst through the overcast and drizzle, and a spontaneous cheer went up along the beach. Ins and Outs began, but before the heats were completed the winds had slipped back to the 12-knot range. Too bad. Notable performances went down the drain: Robby Naish finished half a length ahead of Matt Schweitzer in heat one. Ken Winner, 1981 Pan Am Champion, winning heat two, commented, "I think I've been sailing real well . . . better than last year. Last year I made all kinds of mistakes and still managed to win. This year I've been sailing real well, but it's only *just* made up for the deficiencies in my board. It's really hard to sail, and has some terrible weaknesses, mainly on the reaches. I can't keep the bow up; it's *always* in the water! And every time the

"It would be Robby Naish, and then everyone else fighting for second place and beyond."

bow's down in the water, it's extra wetted surface, extra drag. I've been learning to sail it, and I've been improving, but it's still not something I'd expect to win on."

In heat three, Cort Larned gave up a starting lead to equipment problems. Jan Wangaard won decisively. It was Boghossian in four. Some course confusion cost Jurgen Honscheid the fifth heat that went to Anders Foyen and Stefan Van Den Berg. It was a moot point, as the heat was rescheduled on the basis of a boat interference protest. Heat six wallowed. The winds would not pick up until the Pan Am ran out of time.

Patience was the big lesson being taught at this regatta. "If you're waiting, you have to wait," Stefan Van Den Berg stated philosophically. "You can do nothing else."

DECISIONS, DECISIONS

What if the winds stayed light through the weekend? "We won't go," Red Haywood stated firmly. "That's it; we stop Sunday night." And what about results?

"My recommendation," he answered, "is that since we've had three races where they've all raced against each other at least one time, that we have an awards banquet based on the qualification races."

Robby Naish was taking it all in stride; as he saw it, waiting for wind was an occupational hazard. "This is pretty typical, actually," he commented. "Considering the time of year, we've had fairly good luck so far. In the past, for the last week of March, it's been either windy or no wind at all. This week has been in between; it hasn't been dead, and it hasn't been really strong. It's just been sort of a tease."

Friday wasn't even a decent tease, however, as the winds wafted around at under 10 knots for most of the day. More skippers' meetings scheduled and postponed, but no action.

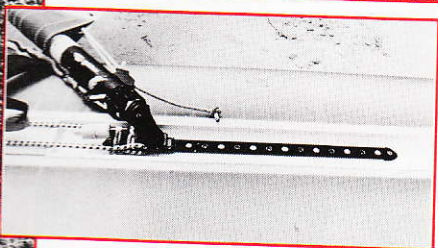
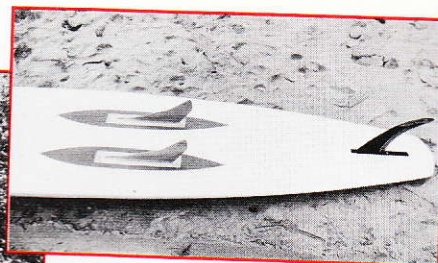
Saturday morning, miraculously, was sunny in Kailua (more cheers on the beach), and a 20-knot trade was forecast for the afternoon. Spirits began to rise as plans were made to run triangles instead of completing the ins & outs. The original regatta game plan had called for triangles, a long-distance race and the ins & outs, but with only two days now remaining, the committee was opting for the intermediate distance as the format most representative of all-

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Design



(Above) Naish board. (Right Panel) Randy Smyth's double daggerboard system; sliding mast track; Francois Guy design. Photos: Wilkings and Feeter.



TOWARD OPEN OCEAN PERFORMANCE

Race board and rig design has come a long way since the first Hawaiian World Cup when most sailors made do with stock or quasi-custom equipment — two or three sails to choose from, pulling their daggerboard on the reaches, content with a single mast position on a bulky board.

This year's contenders called for five to ten high-performance sails, a completely retractable daggerboard, a sliding mast track: an expertly designed board with smooth, calculated lines, and in some cases, semi-displacement hulls.

On the beach, waves of visiting shapers and designers studied Rick Naish's nine-board fleet that shaped the Mistral team to consistently high places. Naish attributes the success to the caliber of sailor, not to design. "The guys are so good now that they can stand on boards a lot narrower than they could a few years ago." Robby's 13-foot Kevlar/S-glass board was only 24-inches wide (two inches narrower than two years ago).

Last year's champion, Ken Winner, called Robby's board the "state of the art model," and tabbed Rick as "the only designer who has progressed." But it's hard to tell whose boards were really the best," says Naish; "it never got windy enough." And when it was windy enough, shaper Brian Hinde pointed out, "The sailor has to have the talent to handle the damn thing or all the hours of design and shaping go to waste."

Time was no factor for Frenchman Francois Guy, who spent months preparing the semi-displacement board Phillipe Boghossian sailed to ninth place. Guy's board had a slightly rounded bow, but that is where the similarity with other top-placing designs ended. The bow tapered back to thick, vertical rails that abruptly ended at the midsection where the rails hardened back to a thin swallow tail.

Gary Seaman, shaper of the world's fastest sailboard, called Guy's model the best board in the race. "It behaves very much like a surfboard on the reaches, and when the sailor moves forward, it will point almost as well as an open-class board. It has more displacement than Robby's board."

Guy chose not to fool with sliding mast tracks, instead using three fixed mast positions. However, most top sailors, for better or worse, installed tracks. Finalist Steve Magnuson

by Clayton Feeter

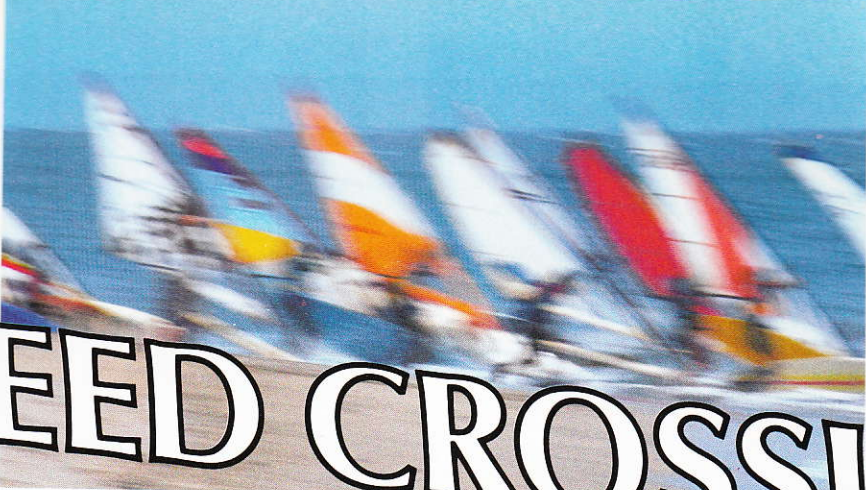
engineered a track activated by a lever attached to the boom, but it malfunctioned during a race. Don Yoakum's track broke as he crossed the finish line. Others lamented over tracks that slipped when they weren't supposed to and/or stuck in one position.

Racers with functional tracks reaped the benefits. The mast in forward position enhances pointing ability by pushing the nose down, creating more wetted surface and increasing water line. Upon rounding the weather mark, the sailor retracts the daggerboard then pulls the mast back along the track. On Ken Winner's nearly 14-foot-long board, the mast track was activated by moving the daggerboard, allowing him a smooth, uninterrupted transition to another point of sail. He has worked on the system all year. (A prototype was lost in his aborted English Channel crossing.) The mast in the aft position allows less wetted surface, therefore less drag for faster reaches. Peter Trombly, who shaped Stefan Van Den Berg's board, expects nearly all racers will utilize mast tracks in next year's regatta.

Advancements in rig construction enabled racers to use larger sails. "Last year, most people raced 64- or 66-square-foot sails. This year, in similar conditions, guys are using 70's or 74's," explained Cort Larned.

Sailmaker Pat Love has raced the Pan Ams every year and says, "The rigs are stronger and lighter, with at least six times the Mylar sails on the water now that sailmakers are learning to work with it; understanding its limitations and weaknesses. A few sailors used aluminum masts. Next year we'll see newer, lighter, better masts and improved sail cloth."

What kind of board and rig will win next year? "It's anybody's guess," says Rick Naish, "but this year's top equipment will be next year's standard race designs." Seaman predicts, "Boards will definitely be getting more radical as the racers' skills increase, enabling them to control faster, shorter, lighter boards." Top Norwegian sailor/designer Jan Wangaard typifies a sailor's quest for the elusive "perfect" open-ocean model, "I feel every year at this race, I get a little bit closer to the best design, but still I am a little bit behind."



SPEED CROSSING

World's Fastest Sail Race

by John Severson

It was an unofficial, slightly casual "record," but it was definitely fast. And Jürgen Hönscheid certainly was the right man for the record. He's a known speedster against the clock.* But this was a race — the Maalaea Dash — two reaches timed at 17.8 knots per hour, which is "the fastest sail race in the world," according to organizer Arnaud de Rosnay.

At the opening party on Sunday, March 15, organizer de Rosnay restated the goals of the Speed Crossing; the accomplishment of making a trip to another island. "Look at the globe, put your finger on it, and you can say, 'I crossed here.'" Flares were available, right after the shark speech, and sold at a brisk rate among the 90 contestants.

Some (mostly channel-experienced sailors) were concerned about competition, their sailing plan and board design. Others worried about completing the race. For some, the main concern was survival.

Speed Crossing gathered momentum this year for several reasons. First, it's a romantic, adventurous idea. Second, it was well run and successful in '81. Third, the Pan Am's closed their entries at 160; and finally, the O'Neill wave-sailing contest was invitational. This is the emerging

*Exceeding Jaap van der Rest's existing 10-square-meter mark at the Weymouth Speed Trials, but not by more than 2%, Jürgen narrowly missed qualifying for the record. Van der Rest put any disputes to rest a few weeks later when he sailed 25.13 knots, exceeding his old mark of 24.61.

Hawaiian circuit, and this is a unique event — still open to everyone.

Besides the Speed Crossing — Fleming to Molokai and back (16.1 nautical miles) — there was the Super Speed Crossing — Kahana to Molokai and back to Fleming (35 miles) — and the Maalaea Dash — a six-mile round trip across Maalaea Bay from Kihei to the harbor and back.

The weather had been dumpy for weeks, but the day before burst with 60 mph east winds. Some tried Hookipa and were flattened. Winds tapered over the next few days to E.S.E. and variable.

On the opening day, there was little wind for a mile off Fleming Beach, the starting point, so the contest went into a holding pattern. Some drove in search of a workout, finding it at Hookipa or Kahana. Some battled light, shifty winds and a snappy north swell off Fleming, and if they made it out, pattered to the wind line in the Pailolo (crazy water) channel where a variety of experiences were available: marlin, whales, flying fish, turtles, sharks, mantas, big seas and fast-dropping winds in the late afternoon. Monday evening the Japanese team worried over one of their contingent, last seen near dark, paddling. Happy ending. No flares. Late dinner. The Japanese didn't plan to enter at first (after being advised by their coach). Spirits of banzai (or Kamikazi?) rose, and at the last minute the whole team entered.

Tuesday flopped like a dying fish.

Wednesday dawned with a shrouded view of "the rock," Mokuhooniki. Heavy clouds from a squally front passed slowly. This is one race that can't fake it in light air.

(Above) Adrenalin rush of the Maalaea Dash. Photo: Severson. (Below) Fraser Black heads for the lee of a giant — Mokuhooniki Rock, one of the most talked about, challenging and feared jibe marks in the racing world. Photo: Wilkings.





Robby Naish gets a leap on the field. Photos: Severson. (Bottom) Honscheid leading at the mark for the Dash award. Photo: Wilkings.

Meanwhile, there was a tornado blowing roofs off on Oahu. Arnaud was understandably distressed with the weather: his God (nature) was teasing him.

Thursday was glassy. Variables were interrupted by a hopeful little burst of southerlies, but not enough for any speed crossings.

Friday's northerlies made the Crossing impossible for about forty reasons. First, it would have been difficult to point to the rock, and second through fortieth were the south beach starters who would have been north-wind blown and destroyed in a pocket of gnarly rocks and surf. Port tacks would have started and ended in the surf line. Everyone

"Meanwhile, there was a tornado blowing roofs off on Oahu."

headed to Kaanapali with a promise of wind and/or a beer bust. Winds were brisk and sailors cut it loose. No contest, but lots of little *mano a manos*. Boards ranged from eight to thirteen feet. Barry Spanier observed, "This is a race of the future. It's speed we're interested in. It intrigues sailors and sells boards. It happens when you own a 40' cruiser or a Dodge. Speed is usually expensive, and as soon as you add motors, it becomes very expensive. Here you can set a world record for next to nothing."

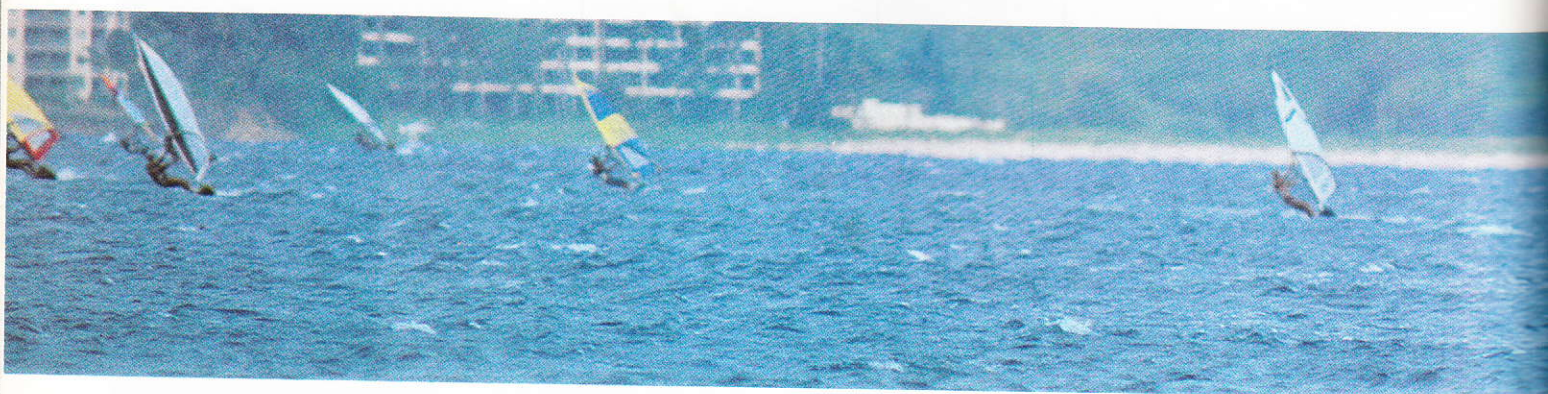
On Saturday, the weatherman's credibility matched the low that blanketed the state. Drifty winds postponed the Speed Crossing — rescheduled for April 11-17 to mesh with, around or behind the O'Neill wave-sailing contest.

The wave sailors and much of the press seemed emotionally drained after three weeks of waiting and the two action days of the O'Neill. On Monday, April 12th, Speed Crossing was definitely on, even though the fickle weather again moved into the familiar 15-20 knot easterly pattern. Clouds blanketed the island and it drizzled. For some, this was the last or only chance to test their equipment — themselves. Everyone wanted wind, but they wanted more for the event to run. The energy gathered slowly until the 1:30 gun, and the first burst of enthusiasm. The island was there. The modest purse and trophies were almost meaningless, and the spirit of the crossing leaped with the 51 remaining competitors sliding toward the water. Defending champion Robby Naish had three or four steps on the field in five seconds, and wouldn't be caught. Does he run lightly through the water, or on it? A hop, two or three pumps, and he gathered some energy that seemed meant only for him.

The pack was up in a clean start, but it looked like they were sailing for second. Within a couple of minutes, Robby had a 50-yard lead.

The winds held and Robby led to Molokai where "Arnaud came real close," said Naish. "He was almost up to me at the rock and then he floundered . . ." Here the field ran into difficult conditions. Others joined in a general flounder that resulted in a few flares and flaring tempers. Wind dropped. Puffs came. Puffs went. Sailors dropped. Some paddled and some were finally towed by the boat.

Fraser Black made it through the dead air and stayed hot on Robby's tail. It was a point almost all the way back —





upwind and fading. Daggerboards were all the way down. Robby was wishing for "more and better" sail power. He was using 60 square feet which proved enough, as he skittered in in 1:22:55, two minutes ahead of Fraser Black and some seven minutes off last year's pace. "I knew Fraser would be hot. He's on one of my dad's boards, too." Naish's board was his "standard Pan Am model — 13 feet in length.

Phillipe Boghossian, who came in 5th, commented: "It was no interesting — no sharks." There were a few whale blows, but no incidents.

Betty Birrell was first across for the women in a time of 2:05:17.43.

"The event acted like a drowning person who just got a hit of oxygen."

Events of people live and breathe; have a group spirit. On the final day, the contest acted like a drowning person who just got a hit of oxygen. The Super Speed Crossing had been cancelled due to flaky winds and the Maalaea Dash was scheduled. The specter of another day of waiting, another skippers' meeting finally lifted. For most, the Hawaiian circuit was almost over, and the last day's event was a fun one. Winds were brisk, around 20 knots, and it seemed fitting that some sun was finally showing.

Here, too, was the possibility of the design showdown that many have been curious about — the sinkers versus the floaters. Earlier, Craig Yester had observed: "There's never been a race with the whole range. It feels like a short board

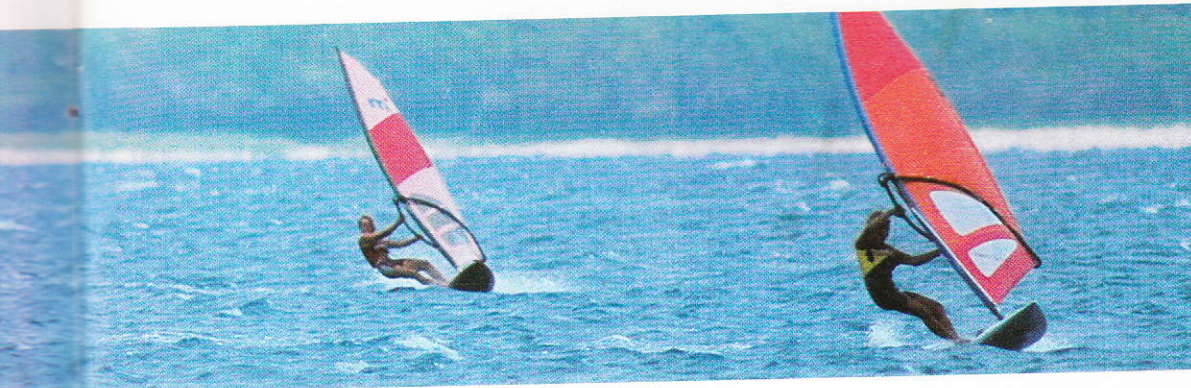
goes faster. It's going to be interesting to see." But minutes before the starting gun, the wind died a little and shifted, leaving the Le Mans start facing 300-400 meters of dead air. There were a few last-minute sail changes. Floaters were definitely favored at the start, and Robby Naish pumped like mad to grab the first good air and a moderate lead.

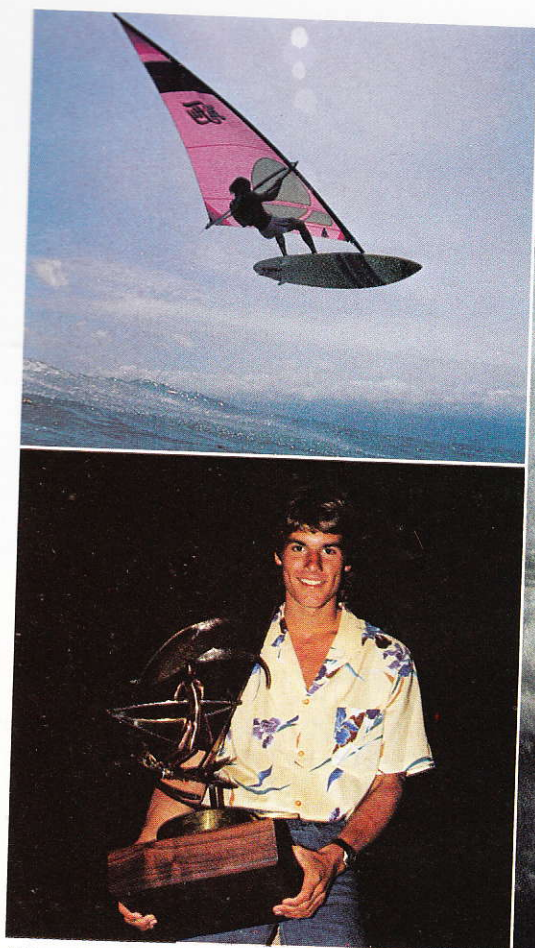
The first good winds were about 17 knots, increasing to 25 by the mark. Jürgen Hönscheid closed slowly on Robby, and passed him before the mark. Rounding, Robby fell and water-started in one smooth motion. From there the winds were a steady 20 knots to the finish. Jürgen — on a 12'6" floater — edged ahead, winning in 21:28 and by 39 seconds over Robby, who beat Arnaud de Rosnay by 6 seconds. The speed calculated to 17.8 knots per hour. "The speed is the most important fact of the event," said de Rosnay. "Jürgen is a determined, fast and consistent sailor."

The race went to the floaters, but perhaps most of their advantage was in the light-wind start. Klaus Simmer (4th) suggested the race be run again — just for fun. Most of the sailors were up for it and raced again (excluding Jürgen and Robby). Simmer's idea proved good for him, as he won (on a sinker), beating de Rosnay (on a sinker) by only two seconds.

Robby took home most of the cash (as usual), a "record" was set, and most important, a couple of races were completed on the Hawaiian circuit. A good-vibe party followed, with superb trophies created by John Perry. The clouds returned, the wind dropped, and winter continued its harassment of spring.

(Results on pg. 75)





THE O'NEILL INVITATIONAL

(Above) Richard Whyte poise; Cabrinha trophied. Photos: Wong and Wilkings. (Right) Peter Cabrinha out front. Photo: de Rosnay.

Loops & Loopholes at Hookipa

By Drew Kampion

It was the first event of its kind, a subjectively judged wave-performance contest, and the \$20,000 prize money definitely added fuel to high interest, especially after the wash-out at the Pan Am. The 36 invitees were billed as "the world's leading sailboarders," and although there was some heated disagreement about that from some of those *not* invited, a good number of the top wave performers were undeniably included.

As a spectacular embellishment to the main event, Sports Images (the film company contracted to package the Invitational into a documentary) put up an additional \$8,000 for the first sailor who performed a 360° aerial loop, or \$2,000 for the best effort at one. They wanted death-defying performances that even the folks in Flatwater, U.S.A. could understand.

But those same wearying conditions that transformed the Pan Am into a virtual trade show and seminar threatened to hang over the O'Neill. After three months, Mt. Waialeale on Kauai (the wettest spot on earth) had already received more than its average annual rainfall; many of the coastal roads on windward Maui had washed out only the week before, and as registration for the Invitational began, the clouds were gathering over Hookipa.

QUICK RELEASE

If the clouds brooding on the windward shore cast one of those "ominous shadows" over the forthcoming competition, there were more signs of trouble at the registration ceremonies that were taking place at the Marriott Hotel near Kaanapali on the dry side of the island. Near the end of the actual registration proceedings, just before a videotape of last fall's Maui Grand Prix was to be shown, a Budweiser/

O'Neill release was brought out and all participants required to sign it. Most did, and without reading it carefully. Robby Naish read it.

"I was told when I got there to watch out for these guys," Robby said later. "You wouldn't even believe these contracts. Everybody, just about, signed it. It was a fairly long thing; most people weren't really in a mood to read . . . there were so many papers to fill out."

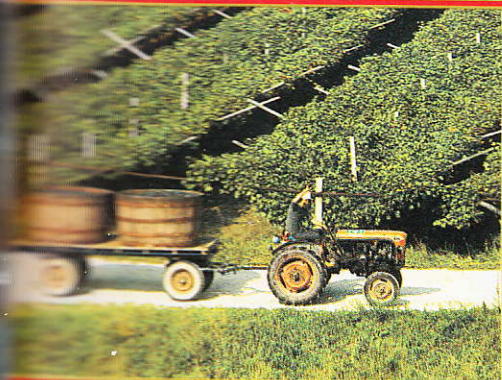
What Robby objected to most of all was the last paragraph:

Participant agrees to pay damages to S.I. (Sports Images) in the amount of damage to S.I. occasioned by unauthorized commercial use of film or recording of participant by third parties.

"I'm simply not in a position to sign a blanket release," Robby added. "It's as simple as that. They were asking for everything . . . What it stated in the contract was that if someone *did* film us and used our likeness for something, that if these guys (S.I.) couldn't sue them and get their money out of them, they could come to us, the sailor who was used in it, and get their money from us, legally."

Fraser Black signed the release, then took two copies to examine. "I was kind of horrified to see what I had signed," he said later. Besides the liability factor, Fraser objected to the broad release of film rights he felt had been signed off by the participants. "I've made up my own document that limits the use of the (O'Neill Invitational) footage to the documentary and for Anheuser-Busch for their commercial, and we're sure that Anheuser-Busch will give consideration to the sailors if their footage is used in a commercial."

Alastair Black (Fraser's father) was on Maui to photograph



(Panel l. to r.) Checking Achensee, Tyrol; an inn in Forchheim, Germany; life on the Mondsee; greetings from an Italian vineyard; sunny Southern France; an Italian castle. (Spread) Sailboard space on Lake Garda, Italy. Photos: Garfi.





Cornwall surf lines the rivermouth; bed and breakfast welcome; ocean welcome. Photos: Ulrich Stanciu.

EUROPE

Many Europeans dream about a journey to the United States; Hawaii. And for many Americans, Europe is the most favored travel destination. It seems especially important for boardsailors to visit the part of the world where our sport spread and developed in such a short time.

Imagine lakes covered with boards so that you can nearly walk across them; small pools, which were only used by bathing people before, have become training and meeting resorts for sailors. Seaside resorts sport numerous "surf shops," and even in the cities you find them everywhere. Surf

"Cultural aspects to sportive sightseeing; the balance is up to you."

clubs are full, sailboarding schools with more than 10 instructors in high season are not uncommon, and car roofs are covered with the most beautiful, most expensive and extraordinary sailboards. The boardsailing wave has been rolling since 1972. Countries of highest popularity are France and Germany. But aside from that aspect, Europe has some lovely and interesting resorts for boardsailing, and places of great cultural interest.

Therefore, why not spend a holiday in Europe? The only thing you need is time. Traveling around 21 different countries in four weeks may be very impressive in your passport, but the country and the people remain relatively unknown. Two months should be the minimum time for such a trip.

Before leaving the U.S., you should think about the travel route to the most

exciting places. Short-term alterations can be made as you go. The most important question: What do I prefer? Cultural aspects to sportive sightseeing; the balance is up to you.

In the following text, we've compiled a photographic and verbal trip around Europe, considering boardsailing and sightseeing. The emphasis of our two- to three-month tour was built around sailing and the best resorts. We are passing the Scandinavian countries, which will be presented in the future as another big trip — involving at least a month.

The journey starts in Great Britain, because most of the overseas jets land at London's Heathrow Airport.

London, Gateway to Europe

The British capital should be visited at the end of our journey. It offers lots of inexpensive, exciting and interesting shopping possibilities — an ideal place to spend the remaining money. However, one thing should be managed at once: your mode of transportation. Train is the most inexpensive and comfortable way to travel, because distances are quite short and the nights can be spent in the train. Going by train is very interesting. You look for a good place, and have no responsibilities. You can watch the countryside, or sleep.

Now we are ready to start our journey. Being in Great Britain, we first travel to the exciting resort of Cornwall on the Atlantic Coast. The approach is quite easy. Departure in London to Plymouth, and from there by train to the north shore of Cornwall, Wadebridge.

Cornwall, Europe's Best Surf Resort

Not many Europeans think about a journey to Cornwall on the British Atlantic Coast. Even in August, the holiday season, it is difficult to find more than fifty people along the two-kilometer beach at Constantin Bay and Harlyn Bay. But, of course, surfers and

boardsailors from all over the world are there playing and training in some of Europe's best surf. People who come to Cornwall mustn't be prudish. It's rather cold, even if the sun is shining. It rains very often, it's foggy, the water is rather cold, and the hard-breaking waves can be difficult even for the experts. But Cornwall is worth the journey. The English friends of nature adore that country as "the loveliest place." The bays are open to the west, the long Atlantic surf rolls without prevention. There you can watch breakers from 2 to 4 meters, and a wind, which never gives up, 4 to 7 Beaufort. The water is often gray and nasty, but behind the cliffs you will find a hilly countryside, beautiful to regard, green in all variations. Accommodations are easy to find. "Bed and breakfast" means

"People who come to Cornwall mustn't be prudish."

cheap, clean and nice rooms.

The British food doesn't taste rather exciting. Fish and chips is the daily offer, changes are rare. But there is one gourmet attraction: Halfway House, a cozy old restaurant halfway from Wadebridge to St. Merryn. The bald-headed owner named Cornish John (a weightlifter in a circus many years ago) always succeeds in entertaining his guests.

Self-suppliers can live quite cheaply in Cornwall. The prices of the groceries are low; meat, beer and bread don't cost much. Even records, shoes and pullovers — but that's for the end of the journey. For Cornwall, here is a real secret tip: antiques.

Everyone who likes dancing doesn't have a chance in Cornwall. There are no discotheques. Evening amusement takes place at the inns or pubs, which



Low-tide seascape at Cornwall. Photo: Stanciu. Holland's windmills. Photo: Garff. Campsite at Harderwijk, Holland - during the European Opens. Photo: Cliff Webb. The Eiffel tower. Photo: Garff.

are quite cozy. Instead of hearing music, you can play "darting," the famous arrow game.

The meeting point of the surfers is "Farmers Arms" in St. Merryn, about two kilometers away from Constantin Bay. Here all crazy surfers meet to discuss and have some fun. But take care; the British law prohibits the selling of alcohol after 11 p.m. Look at your watch and refill the glasses before that time!

In Wadebridge you will find a surf shop. It is owned by Norman Griffin, whose laughter is enormous. Ocean Surf Shop in Molesworthstreet sells and rents wetsuits and sailboards. For those just starting, he also owns a boardsailing school.

When you've had enough of rain, bad weather and wind, pack the wetsuits and start your trip to the warmer regions of Europe. Take the train from Plymouth to Harwich on the east coast of the island. Next destination is Holland, within reach by a ferry boat (from Harwich to Hook van Holland). The passage goes daily in the morning or at night. It takes six hours and costs around 60 DM (\$24.00). Ask for any reductions. In the Netherlands, the trip is continued by train to Zandvoort near Amsterdam.

Zandvoort, Expensive but Beautiful

Twenty-five kilometers away from the capital of Amsterdam lays Zandvoort, at the coast and open to the west. The beach, with its fine sand, is around 9km long. All boardsailors meet in the south at the nudist beach, one of Zandvoort's greatest attractions, or at the "Brandingsurfschool" of George Klijn (phone 02507/8600 or 2880). It is situated between beach-pavilions 23 and 24. Renting a board costs around 20 Guilders (\$7.00). Newcomers should make inquiries about the local conditions before going onto the water. The currents are strong and indefinite. It is possible to sail for long distances along the

coast.

Zandvoort is not only for sailing, but for seeing and being seen. The budget for these days should not be too small. Zandvoort is very expensive. The "action" in discotheques, pubs and the local casino at Badhuisplein 7 (where you can play roulette and black jack from 2 p.m. until 2 a.m., with a minimum stake of 2 Guilders) is not cheap. But on the other hand, everything is offered. Accommodations adapt to the high prices: a double room (category B garni) costs around 50 Guilders (\$18.00) per night. At the camping ground you have to pay 10 Guilders (\$3.50) for one night.

Important: Night lodging in open air is not allowed. Those who don't want to spend the nights in a hotel because of

"All boardsailors meet in the south at the nudist beach . . ."

the expense should ask the Association of Youth Hostels in Amsterdam (phone 264433) or one of the "VVV-bureaus." They'll give information about "sleep-ins" or "biwaks." Another tip: Holland is the land of short distances and bicycles. At every station bikes can be rented for low prices. Excursions to the remaining provinces, the famous tulip fields or the wide sandhills are convenient and should not be missed. The cultural entertainment takes place in Amsterdam. Museums and galleries house masterpieces by Rembrandt, Van Gogh, Frans Hals, and many others; and the Amsterdam Historical Museum with historical exhibitions are a must, as well as walking through the picturesque alleys of the old city where thousands of young people live.

Accommodation in Amsterdam is

TRAVEL MODES

Each country offers reduced tickets for young visitors. In fact, there are many discounts. The most important papers: passport and identity card for students or pupils. The cheapest way is the IR-Ticket or the Eurorail-Ticket.

Interrail-Ticket

International travel card for people up to 26 years. Available for one month in Europe (Germany, Belgium, Denmark, France, Finland, Greece, Great Britain, Ireland, Italy, Holland, Yugoslavia, Luxemburg, Morocco, Norway, Austria, Portugal, Rumania, Sweden, Switzerland, Spain, Hungary). Most of the shipping lines grant reductions, but that's their own decision. Tickets available at all ticket offices. Passport has to be presented. The price: 440 German marks (\$175.00)

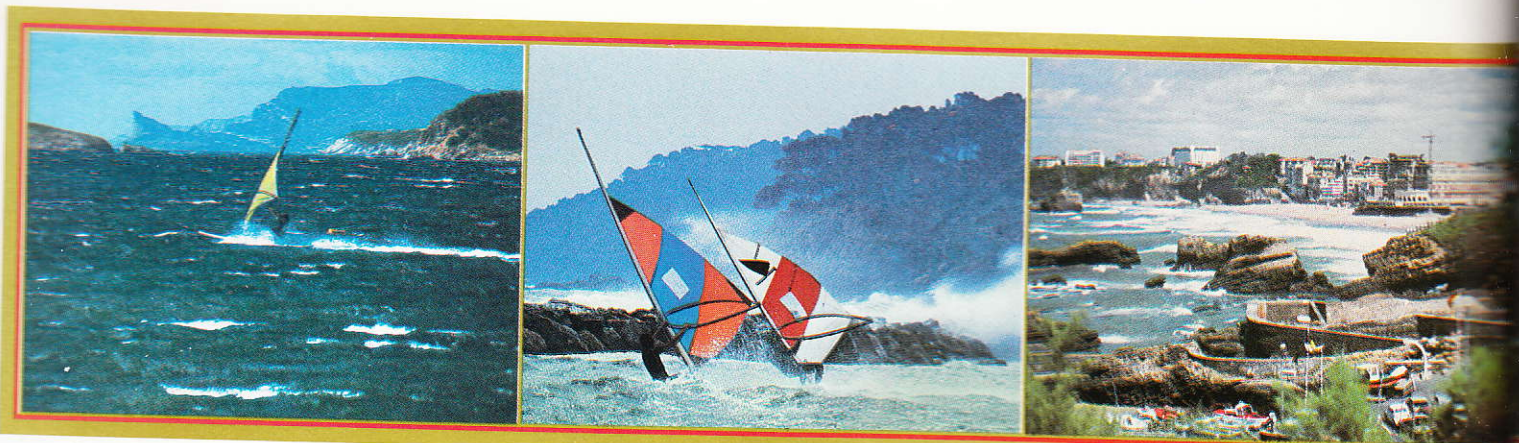
Eurorail-Ticket

Travel card only available for people from overseas — for all European countries (see above) except Great Britain. Valid two or three months. Available at all ticket offices. Passport has to be presented. The prices: 2 months 530 U.S. dollars, 3 months \$650.

Britrail-Pass

Travel-Card for Great Britain, available for people up to 25 years old — 8, 15 or 22 days. The prices: 8 days 150 DM (\$59.00), 15 days 220 DM (\$87.00), 22 days 275 DM (\$109.00).

The rent-a-car service is not as popular as in America, and therefore quite expensive. Another alternative is bus. In the southern countries of Europe, it is very cheap and customary. Buses go to every small city — but not every hour. The buses, traveling crosswide around Europe, are called "Europebuses." Their timetables and prices are available in the travel offices. But going by bus is always more strenuous than by train, although the modern buses offer much comfort. On the train, you can walk around, go to the dining car or anywhere else. On the bus, you sit until the driver stops.



South of France – windy action. Photos: Garff. Biarritz scene. Photo: Zotschew.

relatively inexpensive. Ask one of the "VVV-bureaus" or the Stichting Nederlandse Jeugherberg Centrale, Prof. Tulpplein 4, 1018 GX Amsterdam, phone 264433.

After some days with tulips, windmills and wooden shoes, the journey moves on to warmer resorts of Europe, to the south of France. On the way, the train stops in Paris, the capital of France, where you should stop in any case.

Paris, the Beloved City

The train connection from Amsterdam to Paris via Bruxelles, the capital of Belgium, takes approximately eight hours and is really marvelous. It should be done in the daytime, for you travel via Holland, Belgium and the north of France.

For centuries, France has been the most popular tourist center in Europe. This eminence is primarily due to the creative genius of its people in all fields. The excellent food, entertainment, and above all the French hospitality and charm, attract more than half-a-million American visitors each year.

The main attraction, of course, is Paris, the city beloved by all travelers. Paris is gay, enchanting, and the sight-seeing possibilities are endless. No visitor will forget the Champs Elysees with its famous but very expensive cafes and the Arc de Triomphe, the Tuileries Gardens and Bois de Boulogne with its marvelous lakes; the churches like Notre Dames at the Ile de France, Madelein, Sacre Coeur and many others. Two things should not be missed in Paris: a visit to the treasures of the Louvre with the famous paintings, and a ride in the elevator to the top of the Eiffel Tower which provides a breathtaking view over the whole city.

The evening program and possibilities are enormous. Hundreds of gay little cafes, pubs and restaurants at Montmartre and Saint Germain, and the picturesque, winding streets are a must

on your list. Place de Pigalle, where the night life and Europe's best-looking prostitutes can be watched, is also well worth a visit. But take care, amusement is very expensive, and the ladies know how to earn their money. French food is famous and eating is a ritual. Therefore, take your time and enjoy the delicacies.

Living and enjoying oneself in Paris is not difficult if you have the money. For some, a short stay will be a necessity. Cheap accommodation is offered by Comite National UCJG, 5 Place de Venetie, 75643 Paris Cedex 13, and Federation Feminine de Mouvements Chretiens Francais, 47, Rue de Clichy, 75009 Paris, and Federation unie des Auberges de Jeunesse, 6, rue Mesnil, 75116 Paris, phone 2618403. They'll help you if you have any difficulties with the language.

Biarritz: "The surf is rather long and high, and in spring it's accompanied by a strong wind."

It is time to move on, and the next exciting resort for boardsailing is not far away. By train, we leave for Biarritz, via Bordeaux. The ride takes around 10 hours.

Biarritz, the Surf Resort

Biarritz is a smaller city on the French Atlantic Coast, with 30,000 inhabitants. Here, only some kilometers away from the Spanish frontier, the European wave surfers meet. Conditions are optimum: the Biscaya surf is rather long and high, and in spring it's accompanied by a strong wind. Therefore, many boardsailors meet at this place, too.

Biarritz is together with its neighbor towns Bayonne and Anglet a real large city, with more than 100,000 French people. The beach reaches from the Spanish frontier at Handeye, to the estuary of the river Adour in Anglet —

around 20 kilometers. Surfing and sailing possibilities abound!

After your arrival, you should look for an accommodation. All campers can go to one of the various camping grounds at the "Cote Basque," which offer all categories and prices. Hotels and youth hostels are often occupied during the holiday season when there are many French people on vacation. Information is given by the tourist offices in Biarritz and Anglet. Biarritz: Syndicat d'Initiative. Anglet: Office Municipal du Tourisme, Avenue de la Chambre d'Anour 1, or Bayonne: Office du tourisme, Hotel de Ville, Place de la Liberte.

Cote de Basque is a very expensive place, similar to Zandvoort in Holland. Former fishing villages have changed into exclusive tourist centers with considerable prices. Even today, the "high society" walks at the beach beside the surfers and sailors — in shorts.

It is most important in Biarritz to have some knowledge of the resort in order to take advantage of the best beaches and optimal conditions. Most of the coast is very steep. Some beaches can be reached by small steps carved into the rocks. Different directions of wind and waves don't make it easier. The "Guide de Surf et des Plages," available in English or French, may be very helpful, as it elaborates on the different conditions of the different places. Cost: around 40FF (\$6.00). In general, though, the best boardsailing conditions are to be found in Biarritz during spring and autumn. During the summer, the wind rarely increases to 4 Beaufort. The daily weather forecast can be received by BBC radio.

The only windsurfing shop is situated in Bayonne, Avenue des Alleees Paulmy 32. It is owned by Michel Barland. Going there, you should also visit the old city of Bayonne, walking through the narrow but quite picturesque alleys.

One to two weeks will be enough for this interesting place on the Atlantic



Views of Sardinia – sailing and the spectacular rocks. Photos: Garff.

Coast. Wind, waves and high prices have been enjoyed plentifully. Therefore, let's go and visit the next country, or better, island.

Daily trains leave from Bayonne to Marseille, at the French Riviera. It offers magnificent scenery, lovely beaches, casinos, sports, and various restaurants. But it is, similar to Biarritz, quite expensive. Therefore, we won't stay in Marseille for long. The thing to do is book the ferryboat to Corse and on to Sardinia. The ferryboats start daily to the islands. The cheapest way is to go to Corse first. The passage; Marseille-Ajaccio or Marseille-Propriano takes about eight hours. The prices are adjusted to the country; it costs around 150 DM (\$59.00). Show your Eurorail-Ticket and perhaps you can get a reduction. And be sure to ask the different companies.

After the arrival at Corse, you should take a bus. By bus you have the opportunity to make a real sightseeing tour through the island. Departure times for the bus to Bonifacio, south point of the island, are available at the harbor.

In Bonifacio, there is a permanent connection to Sardinia. Prices are variable. You have to negotiate. The crossing takes only half an hour. The two islands are separated by a 20km water street called Street of Bonifacio.

Sardinia, Island of Color and Wind

Minutes before landing, the island announces itself by a lovely scent of saltwater, blooming flowers, lavender, and resin of the macchia. And then you can watch the unforgettable colors of Sardinia — yellow, blue, red, surrounded by the dark blue water. The island of 24,000 square kilometers offers outstanding wind conditions, especially in the north.

Sardinia is not only Jet Set, but everyman's as well. Lovers speak of its sunny coasts; the European Hawaii. But Sardinia is not at all a crowded land. High prices and a well-planned

tourism program provide for clean water, beautiful beaches and comfortable hotels.

During the past few years, Sardinia has become the boardsailing Eldorado of Europe. Various world and European Championships have been held at that place.

There are two aspects which guarantee the Sardinian wind: First, the nearness of Corse creates a sort of venturi effect in the Street of Bonifacio. On the other hand, both islands have mountains up to 3,000 meters high, which make great air circulation possible. Further on, you'll find the classical Mediterranean winds, like Tramontana, from north to east, or Ponente from south to west, which create ideal sailing conditions. It is seldom calm.

“... the island announces itself by a lovely scent of saltwater, blooming flowers, lavender, and resin of the macchia.”

Tourist emphasis is in the north of the island, around Olbia. For all who look for “boardsailing totale,” they should stay at the north point of Sardinia. It's an ideal surf and strong-wind district. Waves of several meters and a thick foam carpet are quite normal. The nearest village is called Capo Testa. A stop of some days is recommended. Various beaches and many sand dunes may be visited.

Accommodations are simple but cheap. The camping ground Cala Sambuco lays five kilometers away from Santa Teresa. Thirty hotels and more than 3,000 private accommodations are offered. Those who prefer the action should travel by rail bus to Porto Pollo or Baja Sardinia.

Baja Sardinia is situated at the northern coast, nearby the Costa Smeralda,

the world famous high-society beach. The center of Baja Sardinia is crowded with small cafes, restaurants and boutiques. Around 2,000 beds in hotels, boardinghouses and a camping ground offer accommodations with tolerable prices.

During the day, everyone is busy with watersports. Boardsailing is the favorite. One boardsailing school, owned by Rudi Grunmann, a German, rents boards daily, weekly or monthly. Rudi will be pleased to give some information about the conditions, living or apres-surfing. Evening life offers various and pleasant diversions. The sailors' most famous meeting point is called “Ritual.” Sardinian food is delicious.

What about the cultural side? The “nurage-villages,” ancient buildings pointing to a pre-Christian culture are older than 3,000 years. The countryside of the island is original and should not be missed. Beautiful costumes and their own language, the Sardejuan, point at old customs.

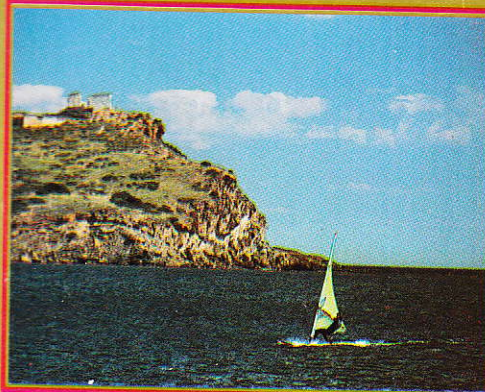
One more tip: the smaller islands Maddalena and Caprera can be visited by sailboard. At Caprera, you'll find the Club Mediterranee and a sailing school. Beyond it, the island is uninhabited. If you are going to Maddalena, take care. It is a base of the NATO, with always changing barrier districts.

Sardinia is an outstanding place for relaxation, and you should break your journey for minimum two weeks. For all excursions and sightseeing trips, you should rent a car or something like a motorscooter, otherwise you'll miss the loveliest places of Sardinia.

Leaving Sardinia, you may find time to travel to the enchanting isles of Greece, but we are on the way to Rome. Our journey goes on to the continent. From Olbia, north to Rome, the capital of Italy.

Rome, the Ancient City

Upon arrival in Civitavecchia, you



(Panel) Greece; Lake Garda, Italy; Cinqueterre, Italy. (Spread) The annual surfmarathon at Silsersee, Switzerland. Photos: Garff.

should go by train to Rome. Cheap accommodations can be procured by the Centro Turistico Giovanile Studentesco, Via Nazionale 66, 00184 Roma, phone 465023. For some days, you should forget about sailing and enjoy the ancient culture of Rome. The city was built on seven hills. Today, on every hill you are able to visit a church.

Because of the innumerable cultural points, it is best to participate in a sightseeing tour. The buses leave several times a day at the Piazza de la Repubblica. One tour costs around 20 DM (\$8.00). The most interesting places are: Castello S. Angelo at the Tiber, the old Olympic stadium, Pantheon, Forum Romanum, the Colosseum, the catacombes, Vatican and its St. Peter's Church; and, of course, the Sistine Chapel with its world famous paintings by Michelangelo. Via Appia is

Sardinia: "It is seldom calm."

a most interesting street, with exclusive shops, nice cafes and different restaurants.

When you've had enough of the Italian cuisine, Chianti, fashion, and ancient ruins, the journey goes on. The train from Rome leaves to Germany. This trip should definitely be made in the daytime. Your travel through Italy, passing the cities of Florence and Bologna, which can be visited too, will be impressive.

Lago de Garda, Boardsailing Center

In the northern part of Italy, near Milan, the Lago de Garda is situated. This lake has developed in the last years as the biggest boardsailing center in Europe. In spring and summer, many Austrians and Germans come to the northern part of the lake. And it is also the test district for sailboard manufacturers and all the German boardsailing magazines.

The train from Rome has to be left in Rovereto. There you can take the bus to Torbole, the surf center. In Torbole, you can find many cheap accommodations. If you like that place and want to stay, go to the Europark. Here they rent bungalows for approximately 20 DM (\$8.00) a day. Everybody who prefers some comfort should choose between the boardsailing hotels Lido Blue, Baja Azurra, Paradiso, or Torbole. There are also different camping grounds at the beach which are quite cheap.

The Lake Garda is more than 50km long and a typical mountain lake. Steep rocks on both sides of the water provide for very strong thermal winds called Ora and Vento. You can set a watch by these winds. Vento comes in the morning from the north and reaches a force up to 7 Beaufort. In the afternoon, the wind changes, Ora approaches from the south, but a little bit weaker. The strongest winds are in the north near Torbole and Riva. Here you will find many boardsailing schools and shops. The south of the lake is not very interesting for boardsailors. There are motorboats, less wind and crowded beaches.

In every school at the Lake Garda, you can rent boards or take part in race training. Torbole is one of the most interesting villages of the lake. Thousands of sailors and thousands of boards can be seen during the high season. Sailors meet at La Cantina or Cutty Sark in Torbole in the evening. The food is quite good, cheap and plentiful. That's one reason for eating one's fill before leaving for Germany where living is much more expensive.

It's not on the tour; however, Switzerland is just a hop away, and if your timing is right, you'll be there for the annual Surfmarathon in Silsersee.

The trip to Germany should also be made during the daytime. It leads via South Tirol and the Brenner to Munich. Every madman has the possibility of interrupting the journey at the Brenner







(Panel) Waters south of Munich; foggy day in Germany; Rothenburg, Germany; Munich Championships, German waterfront; Europe bids you farewell. (Right) Starnberger See sailboard stash. Photos: Garff.

for a day of summer skiing on the Stubai Glacier.

Munich, World City With Heart

The Bavarian capital is famous for its Oktoberfest, which takes place every year. The boardsailing center of Germany, innumerable sailboard shops can be visited, and the reason: Munich's geographical position.

You have the opportunity to go to the "5-Seen-Land" by underground from the midst of the city, the Marienplatz. After half-an-hour ride, you will reach Ammersee, Starnberger See, Pilsen See, Worthsee and Tegernsee, situated just a stone's throw from one another. To visit Chiemsee, Walchensee and Kochelsee, you need about one hour by train. And even in the city of Munich, you have the possibility to sail. On the tiny Feringasee, quarter Unterfohring,

"Every madman has the possibility of a day of summer skiing on the Stubai Glacier."

hundreds of boardsailors have their amusement after business hours on the lake. At all lakes, you'll find sailboarding schools where you can rent boards for 10-20 DM (\$4-\$8) an hour. The large number of special boardshops will give you information about districts and conditions.

Munich offers a diversity of cultural events, with more than twenty-three museums and two dozen art galleries, theaters, lovely parks, and last but not least, the Bavarian beer gardens. Munich, as a former royal residence, is also proud of its historical buildings like palace Nymphenburg, Pinakothek, Feldherrnhalle, and the old town hall. Munich's nightlife takes place in Schwabing, a playground similar to Soho or Montmartre, but with its own uniqueness and charm.

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A night's lodging at Munich is rather expensive. But youth hostels and small boardinghouses supply an alternative. Information: Intercontinental Student Travel Service, Turkenstrabe 71, 8 Munich 40, phone 281051. You should be sure to travel to Hamburg in the daytime, because you will pass beautiful and varied landscape.

Hamburg, for the Senses

Hamburg represents the opposite of Munich. The old Hansa Town offers a host of tourist and gastronomic attractions. The harbor, Germany's largest and one of the largest in the world, welcomes 1,700 ships every month. It is worth a visit. Another attraction is the famous fish market, taking place every Sunday morning from 3 a.m. There you will meet all kinds of people from prostitutes to opera guests. And, of course, St. Pauli, one of the most famous amusement centers of the world, with bars, discotheques, nightclubs and cinemas — a must for all tourists. But be cautious as prices are tremendous (the Hanseatic inhabitants are used to making money with that tourist trap). You should spend the night at the youth hostel vis a vis the "Michel," Hamburg's Michaelis Church; their landmark.

To finish the journey with sportive climax, spend your last days at a real surf and strong-wind region. But you shouldn't be afraid of storms. By passing the Hindenburgdamm by train from Hamburg, you'll reach Sylt.

Sylt, for Wind and Waves

The name Sylt is connected with an aura of Jet Set, expensive and exclusive nightclubs, and lots of beauties who try their luck. That's one view of the northern island of Germany. But the other side includes wide shores, wind, and enormous breakers that make it an excellent boardsailing district — the best of Germany. The western beaches of the 102 km² island represent ideal conditions for experts. Normally you

will find 5 Beaufort, sometimes even 7 to 8 Beaufort. The rhythm depends on the tides; high tide brings stronger wind than low tide.

Meeting point of the sailing community is Blidsehbucht, on the eastern part of the island. The 33 Meter Red Cliff opens an excellent view to the whole region. It is also the meeting point of the hang gliders.

A bit northwards, the former lifesaving-swimmer Dieter Behrens rents sailboards and Hobie Cats (phone 7734 or 7975). He is experienced with the local conditions and likes to serve you with some tips. That's also the place where the pupils of Jürgen Hönscheid's boardsailing school meet to learn in the waves.

If the conditions are poor, you can go to the bay of Munkmarsch, where you will find the same wind conditions but

"You can set a watch by these winds . . . up to Beaufort 7."

calm sea. It's also the site of Calle Schmidt's sailing school. It was Calle who was one of the first to bring sailboards to Europe in 1971 (phone 31911).

Unlimited sailing is not allowed at Sylt. Some beaches are nature reserves, and at the dangerous north and south points of the island, boardsailing is forbidden.

To get an accommodation is not only expensive but also difficult. It would be best to avoid Westerland, the main city. But the smaller villages of Tinum, Morsum and Archsum charge reasonable prices for rooms. The tourist office gives information about boardinghouses and camping grounds: Badergemeinschaft Sylt, Strandstrabe 30, Westerland.

As for the nightlife around Wester-



land, you won't find anything comparable in Germany; champagne bars, Jet Set discotheques, nightclubs with international programs, exclusive fish restaurants and cozy pubs. Some smaller establishments are known to be nice and tolerable. The present "in" pub should be required in one of the boardsailing schools. But you should not forget your return to London, even if you're used to Jet Set life by this time. The ferryboat from Cuxhafen, near Hamburg, to Harwich takes 20 hours and costs about 200 DM (\$79.00). From Harwich the train will take you to London.

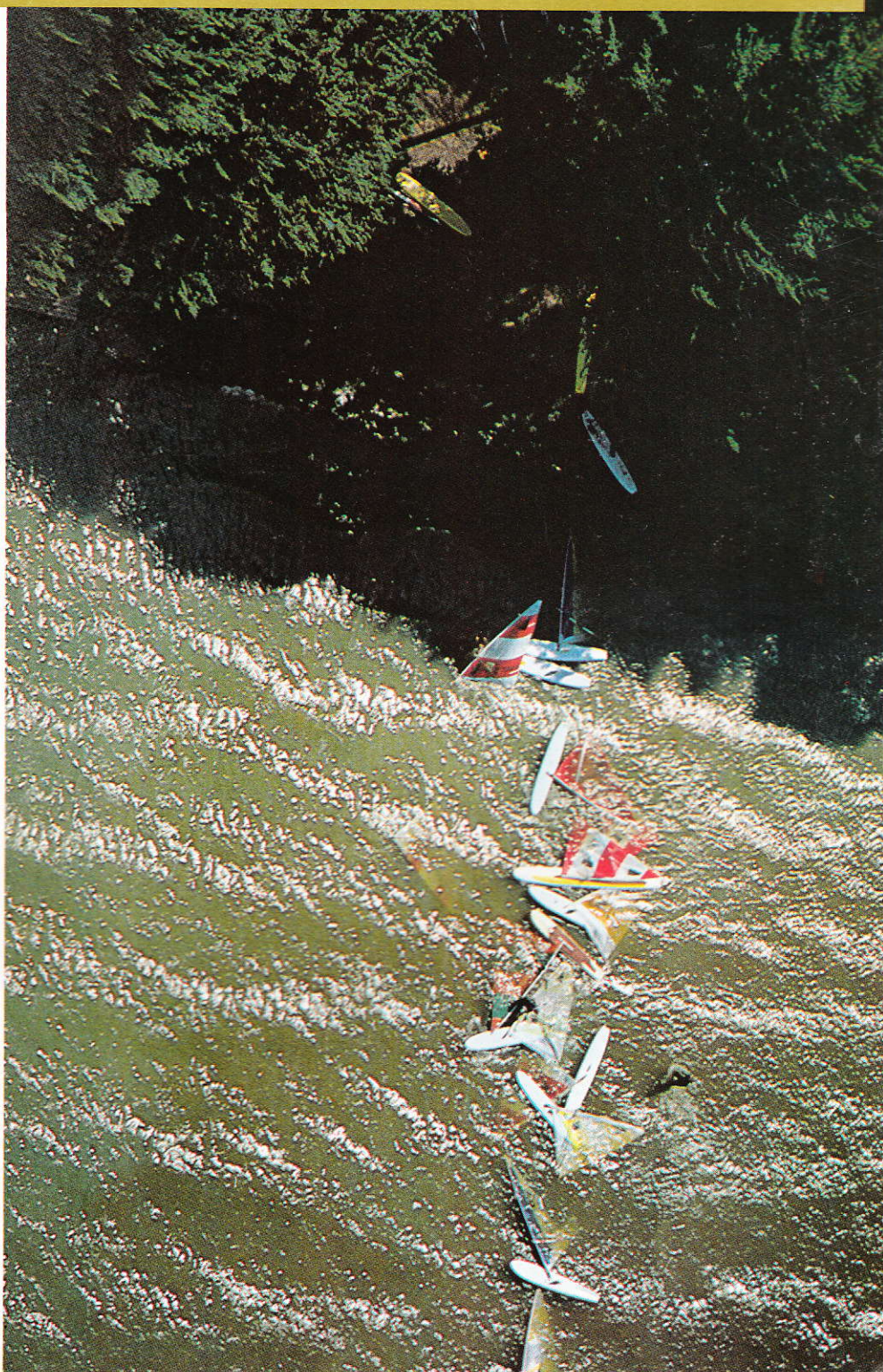
London, a Final Spree

This pulsing city of contrasts plays host to the avant-garde of European modernism — in art, fashion and style of living — and to the preservers of

"London's most famous streets . . . make it easy to spend the rest of your money."

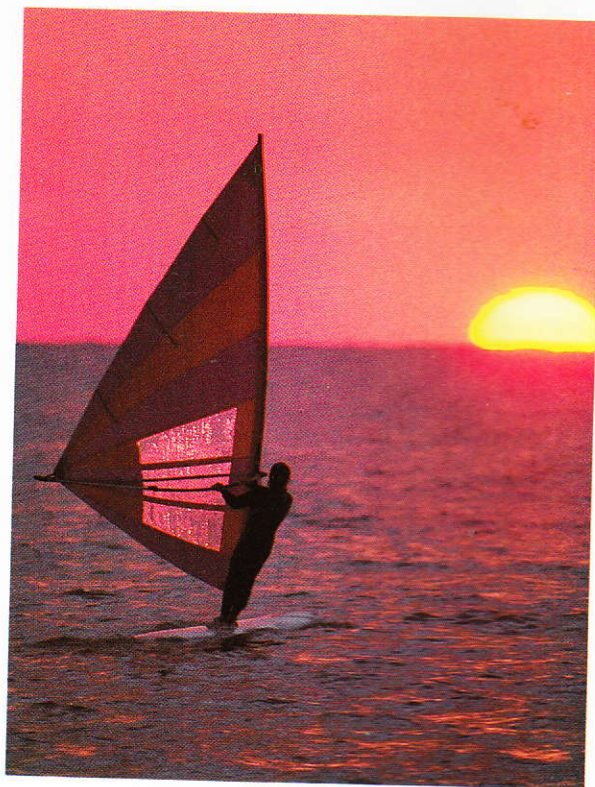
England's intellectual and cultural history. London's most famous streets — Piccadilly, Regent Street, Shaftesbury Avenue, Coventry Street, Carnaby Street, Bond Street, Fleet Street, and many other shopping districts make it easy to spend the rest of your money. American visitors may often buy goods at prices considerably lower than those listed by obtaining exemption from the sales tax. Most shops and stores in London's West End are open six days a week and close late on Thursdays. Visit Buckingham Palace, the Tower of London, Big Ben, Westminster Abbey, Windsor Castle, and all the other sites of cultural interest.

Having spent all your money, it's time to return to the U.S. Heathrow Airport and Europe bid you farewell and hope that you enjoyed your visit. 



light show

We create magic with light;
but then, we start with magic.



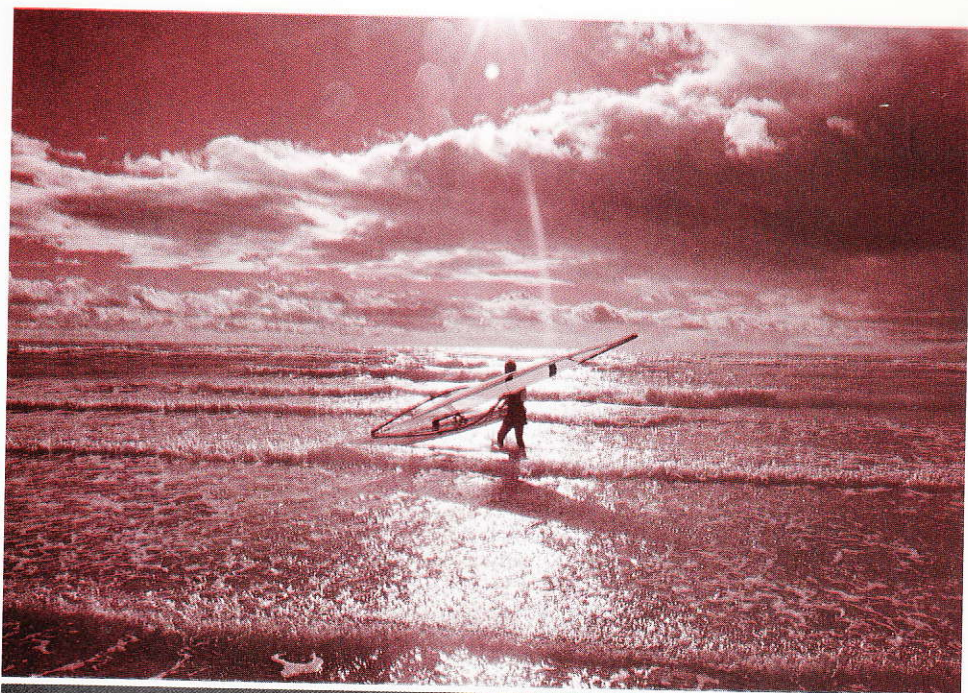
Glowing moments. Photo: Art Brewer.



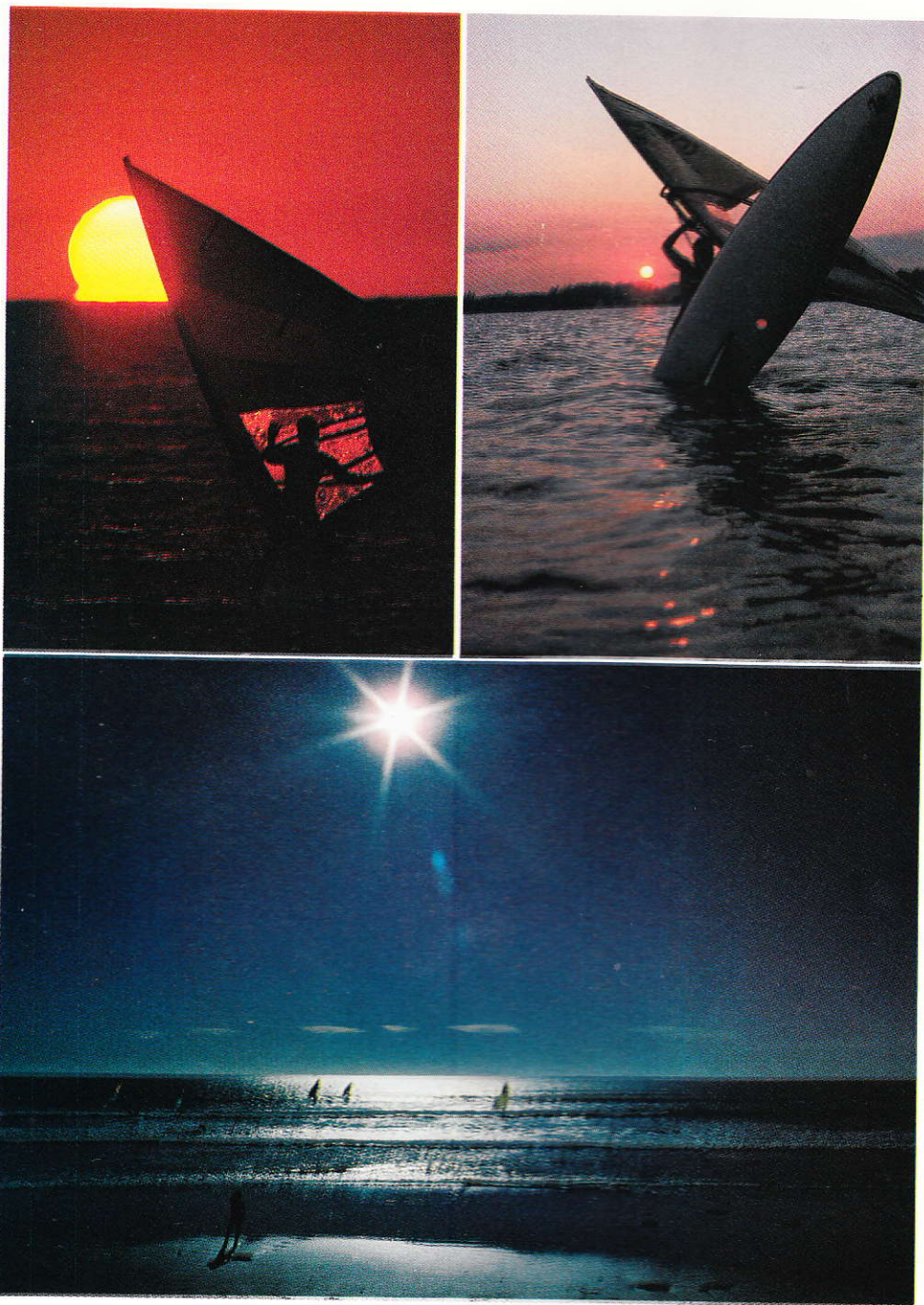
(Top) Stardance. Photo: Larry Rink.
 Subtle contact. Photo: Tara Schweitzer.
 (Bottom) Light swell. Photo: Brian Miller.



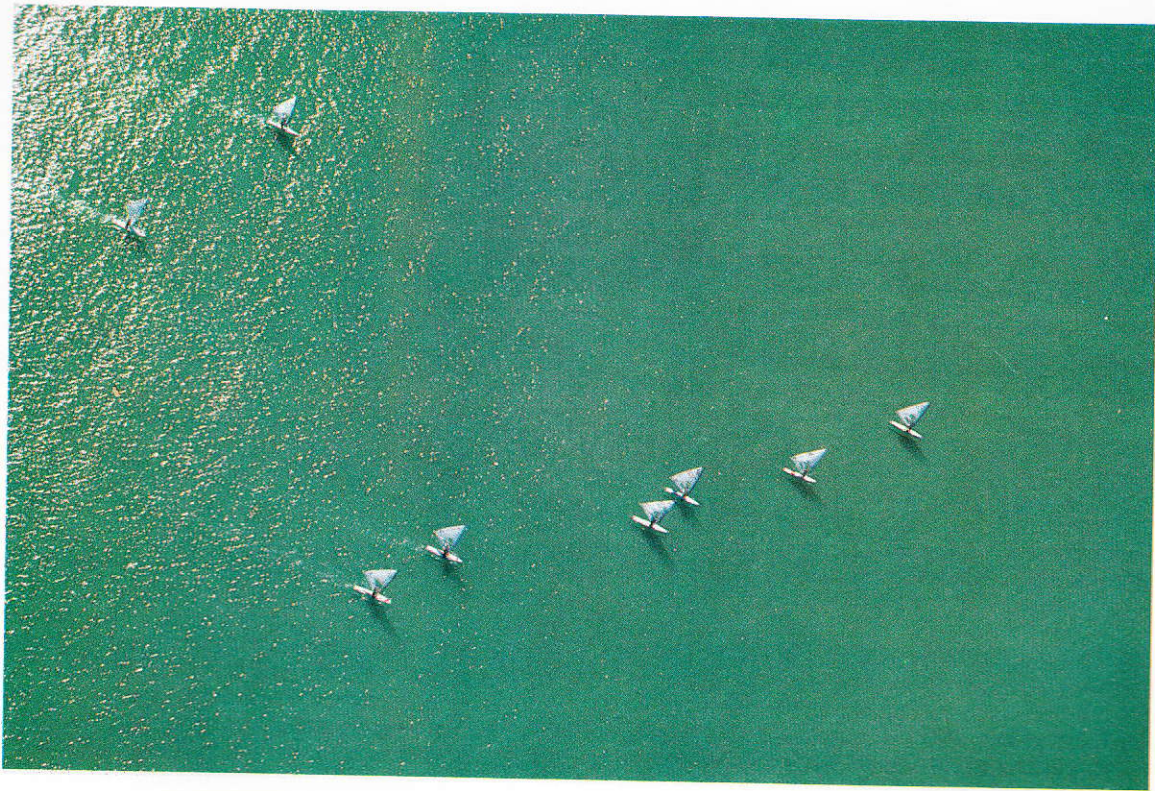
Sunbathed. Photo: Pete Turner.



(Top) Entry. Photo: Mike Dunmire.
 (Bottom) Silver sea. Photo: K.J. Olsen.
 Cloudseeker. Photo: Darrell Wong.

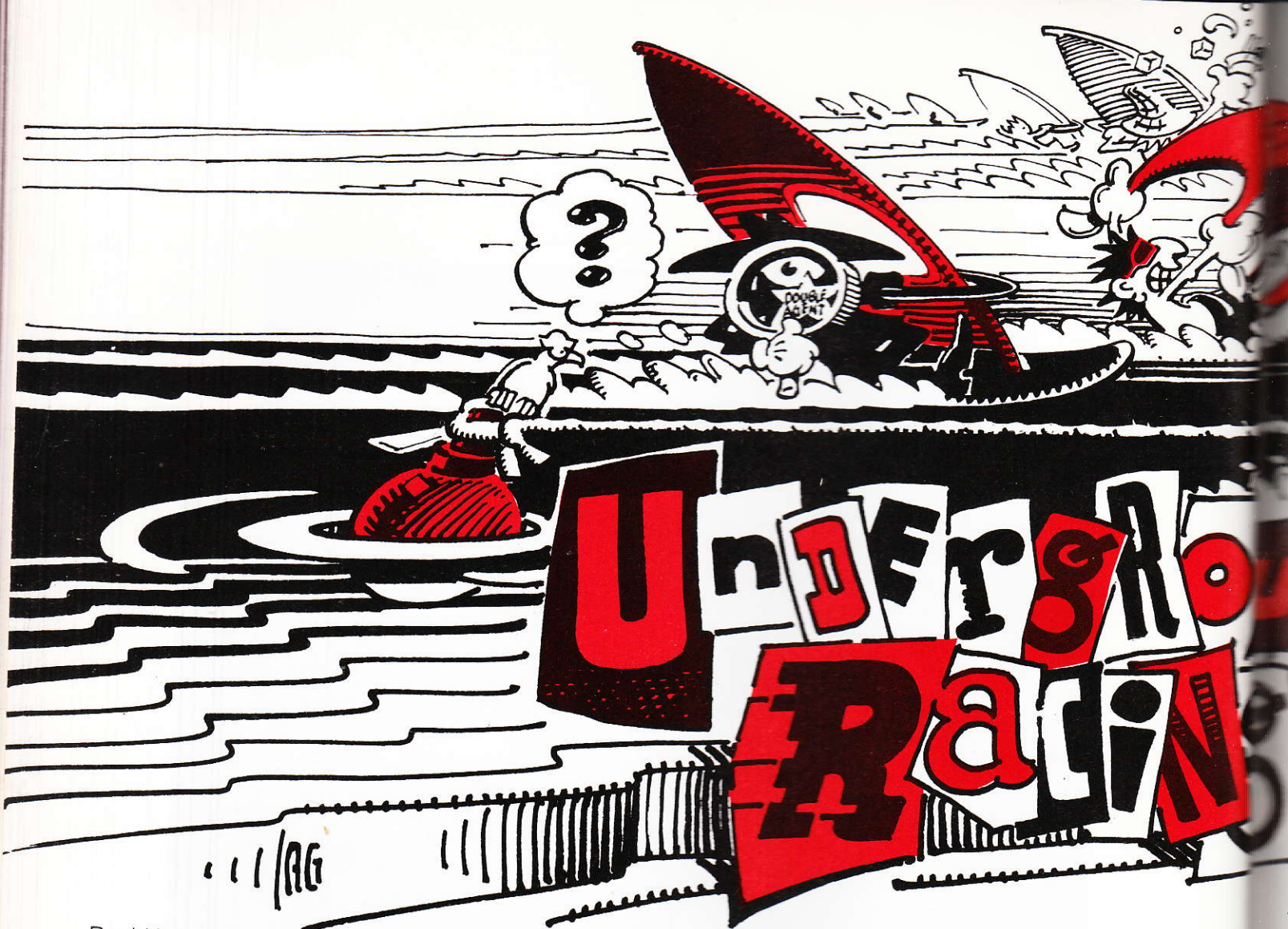


(Top) Ablaze. Photo: Brewer. Sunset jibe. Photo: Alan Williams. (Bottom) Sunspot. Photo: Rick Doyle.



Galaxies. Photo: Yasushi Maeno.





By J.K. Waltenbaugh

If you were to isolate two men with nothing but an aardvark, they would devise some method of using the aardvark to make one of them look inferior. And so it is with boardsailing. Racers have taken a fun and exciting sport and found a way to create still another hierarchy in the universe of rank and file.

If you're not interested in proving to your fellow man that he is worthless when it comes to maneuvering his board around buoys, are you doomed to a life of solitary sailing, void of the exciting companionship of others who share your common disinterest? No! I have a plan! An alternative!

What I'm talking about is just plain old-fashioned fun. People don't have fun anymore — they win or lose. You hear that it's fun to win, but it's not. It's exciting, uplifting, and exhilarating but it isn't fun. And losing? Man, losing is always the pits! It's time to forget about competition — man's craving for coronary complications — and learn once again how to have fun. I can't think of a better way than underground racing.

Let's face it, regattas and get-togethers are always initiated by the more aggressive and competitive Type-A individuals. I don't know about you, but I know I'm just too laid back, or just don't have what it takes to put something like that together. So in order to meet others of a common mind, we have to rely on races and regattas organized by these competitors. And just by the nature of the organizers, the events will be fiercely contested.

Underground racing is your involvement in the organized race for a purpose other than winning. You will be sharing the course with other racers, but not actually competing against them. To you they are nothing more than moving marks, objects to be avoided. On the course, also, will be other underground racers who look and act just like the real thing, but are not. Known only to you, they must try to keep their true identities secret or risk blowing it among their fellow racers on two levels — much like a double agent, but without the pressure. Confusion shows that you are well on your way to becoming a first-class underground racer. It is also a good base from which to detail a little more of the

"We are a secret society who risk getting chunked out of the race if discovered."

organization of this reverse competition.

First of all there should be the smallest amount of organization; the less, the better. Really, just about all the organization you need is in knowing who is taking part in the underground race. This can be difficult. We are a secret society who risk getting chunked out of the race if discovered. Be careful, the minds of real racers work in strange ways.

In order to hold this underground event you need at least two. It can be done alone, but for some reason it's not as much fun. Start looking for those who you think might be interested, and whose basic outlook is similar to yours. They can usually be found sleeping in their cars, trying to pick up



the girls left on the shore by the "competitive racers," or in the general vicinity of the food and beer; in short, anywhere but on the starting line.

The goal of the underground race is quite simple and should be understood by all. The last person across the finish line, within the committee's time limit, wins. Penalty minutes or seconds can be deducted from an individual's time for breaking the rules.

The major rule is that you must always be moving forward in relation to the direction of the course. Stopping is forbidden, except when maneuvering around a mark. Falling off or dropping your sail should be penalized heavily; 720's are limited to two. And going backward, for whatever reason, is an offense punishable by buying the first round of après-race beers. This last offense is abominable because it is obvious and tends to blow the cover. Added penalty for this offense is sailing full speed to the next mark.

The last and most important rule is to never, never, under any circumstances, interfere with one of the "real racers." Think of them as forbidden fruit — they must be avoided at all cost. Gladly sacrifice time not to interfere with them. The very survival of underground racing depends on it! Penalty times for each offense should be decided on before the race, but breaking the "non-interference directive" should always result in immediate disqualification.

Each underground racer is responsible for penalizing himself and keeping track of his own penalty time. Sure! If you've ever played a Sunday afternoon game of golf you know how well that works! There is much to be said for the power of rationalization and the weakness of the will.

Develop a secret sign, or possibly a code word. When you see someone breaking a rule you can let him know that you saw by flashing him your sign, or screaming your code word. Obscenities won't work as code words because they tend to make you sound like the rest of the racers. However, if used, they add an element of unpredictability. If you happen to be running ahead of some foul-mouth who knows nothing about the event, you could be subtracting needless minutes from your time!

As you near the end of the course, you are going to become more conspicuous, if only because everyone else has finished. Here, your novice techniques must become more and more subtle. Stumble a little but be careful not to fall.

This is also where the "competition" gets hot and heavy. Now it is usually just you and your confederates left on the water and strategy begins to come into play. Who can go the slowest without actually stopping? Who can get himself locked into a dead zone behind another's sail? Who can get on the widest and longest tack?

By the time you cross the finish line, you'll be in for a deluge of free technical advice plus a lot of kidding. Be prepared for some very unflattering remarks. Consider ego

"Develop a secret sign, or possibly a code word."

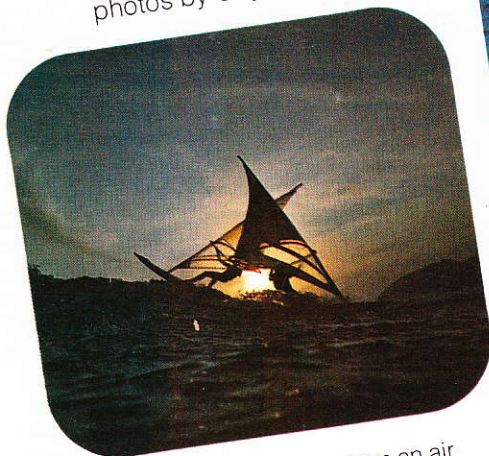
deflation another side benefit.

Now comes the moment of truth. Over beers, the times and penalties can be totaled and subtracted. If there are any major disputes, it is majority rule with everyone voting, character being of major consideration. And in the end a winner should be named. Event-by-event records can be kept and a champion crowned for the year. Trophies, plaques, scrolls . . . it's all possible.

I regret that I'm no longer able to be a part of my brain child. My speeding-to-the-next-mark penalties led me to a 10th last month. Last week I placed sixth. I received an invitation to the Bolsa Chica Backwater Bash next month, and with a little luck and a good start . . .

JANTZEN'S MALIBU GRAND PRIX

by Clayton Feeter
photos by Guy Motil



Three sharp blasts from an air horn and the fluttering, multi-colored flag lowered on the second cancelled day of \$11,500 Jantzen Malibu Grand Prix competition — the first professional boardsailing event on the U.S. mainland; a feasibility study of sorts for the world's oldest and largest swimwear manufacturer.

Champion-to-be Matt Schweitzer ghosted solo into the meaty south swells, sink-tail jibed into a four-foot set wave, pumped twice and accelerated with each carving turn all the way to the beach. The wind freshened as he jibed for more.

In minutes, twenty pro and local sailors joined Matt streaking through the surf in the now steady 15-knot sideshores, jumping and tracking three- to five-foot surf in noncompetitive harmony. Daylight savings time added to what Kentucky transplant, Tom Keller, called "the highlight of the week" (until he picked up his \$600, fourth-place check).

(Right) Champion Matt Schweitzer's \$6,000 style. (Far Right) Rich Myers reaps late afternoon benefits. (Bottom Right) Parade of progress for pro events on the mainland.





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For most California competitors, that evening was a first chance to sail with some of the best; gaining a few pointers before the next day's wave-sailing preliminaries.

The contest site: County Line Beach. Bordering Ventura and Los Angeles Counties, it is an ideal wave location fringed by chop-buffeting kelp beds that keep the waters smooth even when sideshore winds hit sailable strength. Open to all swell directions, County Line winds are most favorable in spring and summer when the land heats up and cool ocean air rushes onshore.

"Schweitzer . . . zig-zagging and cutting back into breaking sections for top honors."

In conditions that required big sails, Southern California sailors challenged ten tradewind-seasoned vets fresh from the O'Neill Contest at Hookipa. Some of the Californians were experienced racers; others — Rich Myers (3rd in waves), Nat Myrick (4th in waves) and J. Riddle — were contest or recreational surfers who held their own in the 15-minute, man-on-man heats. Michael Perry, a high school shop teacher, kept second-place finisher Ken Winner on his toes the last day of the wave event.

Some competitive highlights of the week included Malte and Klaus Simmer working the middle peak to the amazement of a dozen surfers down the line; Australia's Scott O'Connor displaying rail-to-rail transitions and an occasional pirouette on his 7'8" semi-sinker; Winner ricocheting off a closing whitewater wall at the end of a ride and Cabrinha's fluid turns through a slalom course of water photographers.

Roger Yost: "What we'd like to do is establish an International Grand Prix . . ."

But without question, the class of the week was Matt Schweitzer, showing superb wave judgment and a varied repertoire, easing into the bigger swells, alternately top-turning, zig-zagging and cutting back into breaking sections for top honors. During the light-wind finals, which required some creative sailing, Matt worked his way downwind to where he had planted a larger board and rig, executing a quick beach switch. Schweitzer clinched the \$6,000 overall prize with a victory in the ten-mile, downwind distance race from Zuma to Malibu beach. Ken Winner sailed in second and Keller third. Consistent sailing earned Suzan Gedayloo the Women's Title and \$750.

The Malibu event indicates that sponsorship money is there to explore Grand Prix-style competition outside Hawaii. Roger Yost, Jantzen Marketing President, backed that up, "What we would like to do is establish an International Grand Prix with contests in such areas as Europe, Asia and the United States, culminating in one major event which would allow the sailors to better organize their efforts."

Overall Winners

Matt Schweitzer	\$6000	Ken Winner	\$1750	Malte Simmer	\$100
Peter Cabrinha	\$1750	Tom Keller	\$600	Scott O'Connor	\$100

Women

Suzan Gedayloo	\$750
Rhonda Smith	\$250
Julie Dewerd	\$100

Wave-sailing

1	Matt Schweitzer
2	Peter Cabrinha
3	Rich Myers
4	Nat Myrick
5	Ken Winner

Long Distance

1	Matt Schweitzer
2	Ken Winner
3	Tom Keller
4	Scott O'Connor
5	Peter Cabrinha



(Left) Local competitor John Idelson on a familiar County Line wall. (Below) Schweitzer gets the victory nod and handshake from Jantzen's Roger Yost. (Bottom) California's Steve Walden making spray before the sun goes down.





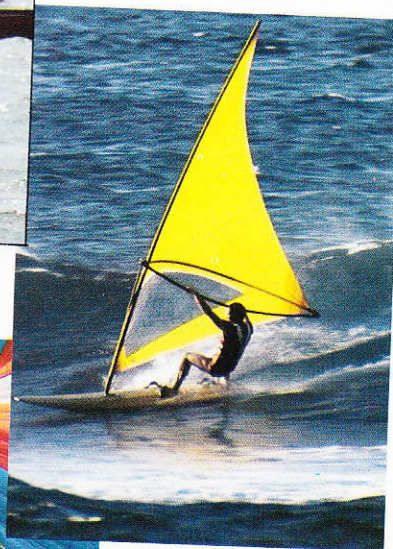
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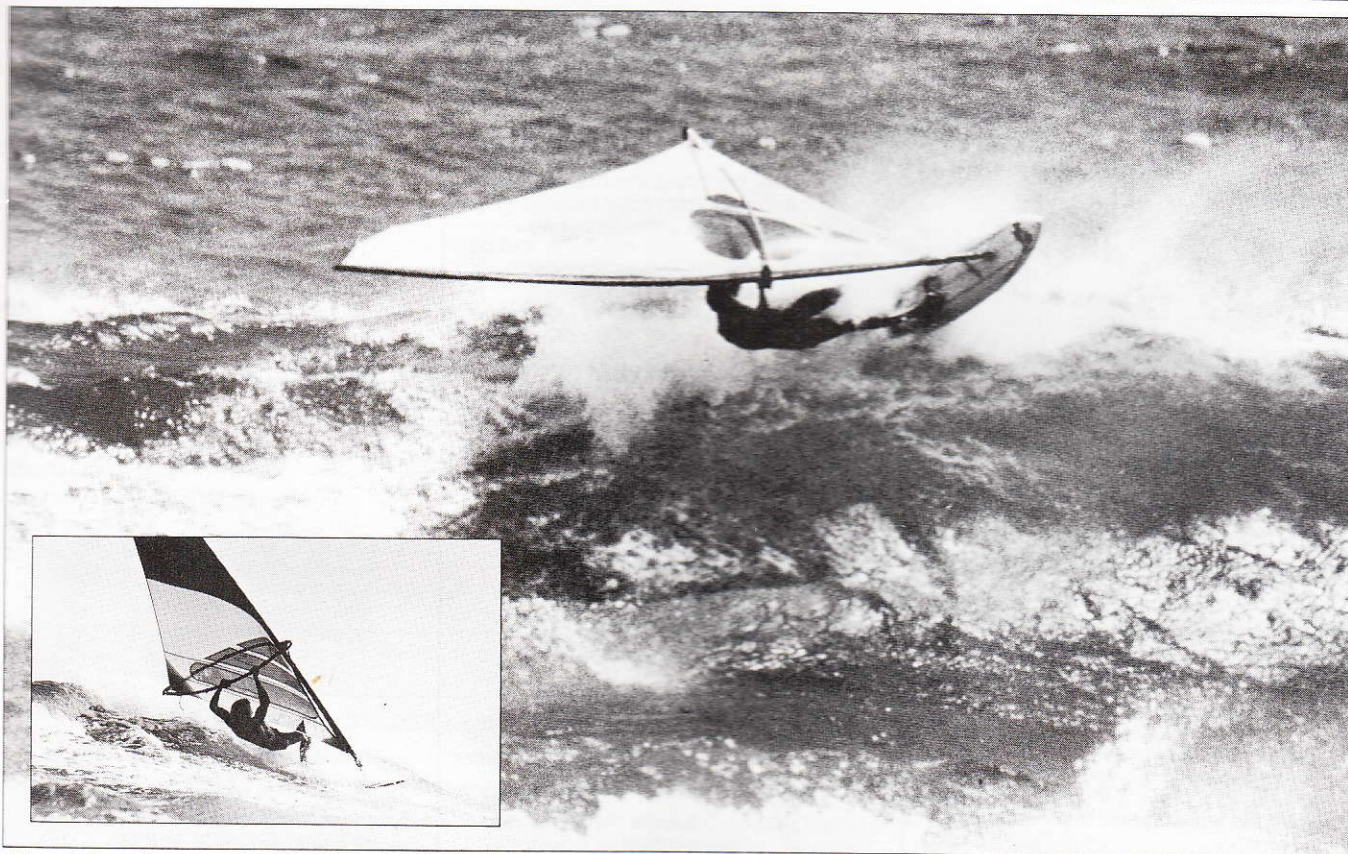
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COMPETITION REPORT



(Above) Rene Bauman off the lip at Diamond Head. Photo: John Jones (Inset) Winning moves from Robby Naish. Photo: Wilkings

FIRST ANNUAL LOCAL MOTION/ HIFLY/RIP CURL DIAMOND HEAD CONTEST

To wind down after the month long Hawaiian Circuit, 48 sailors came out "just for fun" in an expression session-type wave contest at Diamond Head. Robby Naish captured top marks from the eight-man judging panel, consisting primarily of top Hawaiian sailboard shapers. One judge called Robby's performance "electric." Peter Cabrinha, fresh from winning the O'Neill Contest, settled for second, with Malte Simmer third.

Suzan Gedayloo landed a seventh place, with smooth transitions and high jumps; the highest place ever earned by a female wave sailor. But Suzan's boyfriend, Richard Whyte, was forced out with a deep fin gash on his arm, suffered while sailing between heats.

All-you-can-eat ribs graced competitors' tables at the Sunday evening awards banquet, where winners received air tickets to outer islands, free dinners and trophies. Race organizer Rob Burns vowed, "There will never be prize money at this annual event! That's why everyone had such a good time. No money, no pressure."

RESULTS

- | | |
|-------------------|--------------------|
| 1. Robby Naish | 7. Suzan Gedayloo |
| 2. Peter Cabrinha | 8. Hugh England |
| 3. Malte Simmer | 9. Mike Ward |
| 4. Fraser Black | 10. Steve Magnuson |
| 5. Alan Cadiz | 10. Maui Meyers |
| 6. Klaus Simmer | |

FIRST WINDSURFER WESTERN MIDWINTERS

California's Jeff Jones and Kansas' Lisa Neuburger captured overall titles when a hundred sailors from ten states raced the March Midwinters at Lake Havasu, Arizona. It was the first Windsurfer Midwinters held in the West.

Winds were light during triangle racing but picked up for freestyle, with Mike Dunmire and Greta Dose taking first place in their respective divisions.

In 18-knot winds, Jeff Jones led 29 competitors through the long-distance course. Seventh-place Lisa Neuburger was the top female. The event's co-sponsors, Ocean Pacific Sunwear and Myers's Rum, spirited the awards banquet where IWCA officials announced the Western Midwinters will become an annual event, tentatively scheduled for Lake Havasu in 1983.

TRIANGLE RACING RESULTS

LIGHTWEIGHTS

1. Doug Halsey
2. Jeff Jones
3. Duke Pekin

2. Greg Weatherly
3. Mike Dunmire

HEAVYWEIGHTS

1. Jim Yoakum
2. Mike Flannigan
3. Dan Cohen

WOMEN

1. Lisa Neuburger
2. Greta Dose
3. Lois Lambert

LIGHTHEAVIES

1. Michael McHenry
2. Bill Rogers
3. Mark Bussard

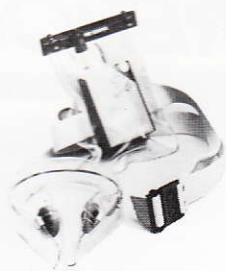
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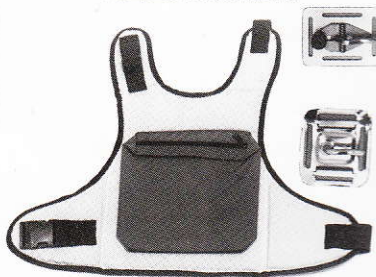
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GLOVES



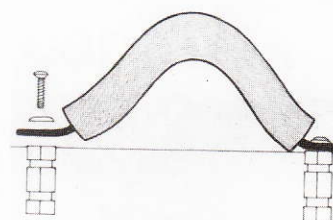
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#15-7100 \$10.95

BOOKS



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©1979 Glenn Taylor. 288 pgs. #45-0170 \$7.95
Windsurfing with Ken Winner ©1980
Ken Winner & Roger Jones #45-0180 \$8.95

FOOTSTRAPS, ETC

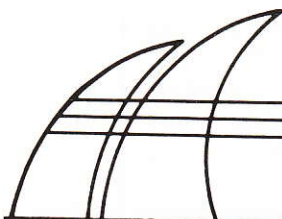


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LA RONDE DU RHUM

Former Open Class Champion, Frenchman Guy Ducrot combined boat speed and stamina to win the five-day, 127-nautical-mile event, billed by organizers as the world's toughest long-distance race — La Ronde Du Rhum in the French West Indies island of Guadeloupe. Guadeloupians Jean-Marc Beauvarlet and Pierre Galas crossed the finish line second and third, with World Open Class Champion, Stefan Van den Berg, fifth.

Thirty-six sailors competed in the mid-April endurance race sponsored by the island's rum producers.

WESTERN MIDWINTER SAILBOARD REGATTA

by Nickie Krieger

The Southwest desert is lovely in March: cactus bursting with spring blooms of white, fuchsia, persimmon, and for the first time, open-class skippers rigging sails for challenging wind conditions at Lake Pleasant, 35 miles northwest of Phoenix.

Forty-four racers competed in the event organized by Dan Basinski of Sails West and HiFly. In light but tricky air, the more experienced California skippers swept Saturday's racing, with Division I Heavyweight Bill Rogers taking three firsts; Division I Lightweight Randy Smyth equaling the feat. In the Women's Division, Lois Lambert sailed to three firsts.

In Sunday's crisp morning air, Randy Smyth held a sailing seminar, discussing proper sail shape and race tactics. Bill Rogers demonstrated freestyle technique, followed by a competition won by Mike Dunmire's stylish turns and double pirouettes.

Saturday's leaders held fast as afternoon winds picked up to 12 to 15 knots for the long-distance race, where Rogers took the lead, capitalizing on Smyth's downwind wipeout. Suzi Smyth edged to sixth, the first woman to finish.

With Arizona now on the boardsailing map, the popular question at the awards banquet was, "What time do we show up for next year's Midwinters?"

LONG DISTANCE

Bill Rogers	Bic	3/4 Points
Randy Smyth	Hi Fly	2
Mike Dunmire	Bic	3

FREESTYLE

Mike Dunmire		20
Bill Rogers		19

WOMEN

Lois Lambert	Hi Fly	2 1/4
Lori Kroon	Curtis Hawk	6
Linda Nannizzi	Curtis Hawk	10

DIVISION I HEAVYWEIGHT

Bill Rogers	Bic	2 1/4
John Rogers	Bic	6
Al Lehman	Bic	9

DIVISION I LIGHTWEIGHT

Randy Smyth	Hi Fly	2 1/4
Wade Graham	Curtis Hawk	7
Suzi Smyth	Porsche	8

NOVICE HEAVYWEIGHT

Steve Quant	Alpha Comp	2 1/4
Pat Lauman	Windsurfer	6
Bob Lewry	Windflite	9

NOVICE LIGHTWEIGHT

Bill Hamilton	Wayler	2 1/4
Rusty Metcalf	Magnum 370	7
Mitzi Swalley	Hi Fly	8

DIVISION II

Rick Weiler	Magnum 390	2 3/4
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CONTEST SCHEDULE

Jun. 20-Jul. 9	\$30,000 Fiji Classic	Fiji
Jun. 21-26	U.S. Women's Board-sailing Championships	Miami, FL
Jun. 26-Jul. 3	Hook In and Hold On	Virgin Islands
Jul. 5-6	Mediterranean Cup	Italy
Jul. 5-10	UK Pro Circuit	Worthing, U.K.
Jul. 8-11	\$15,000 Hang Ten California World Cup	San Pedro, CA
Jul. 9-11	USA Kronenbourg Championship Series (Open Class)	Boston, MA
Jul. 17	4th O'Neill Classic	San Francisco, CA
Jul. 18	10th Golden Gate Crossing	San Francisco, CA
Jul. 23-25	USA Series	Chicago, IL
Jul. 24-26	National Sports Festival	Syracuse, NY
Jul. 30-Aug. 6	Pre-Olympic Regatta	Alamitos Bay, CA
Aug. 6-8	Cal. State Windsurfer Championships	Lake Lopez, CA
Aug. 9-11	U.S. Junior Boardsailing Championships	Marblehead, MA
Aug. 14-22	Windsurfer Americans	San Diego, CA
Aug. 23-26	Windglider North Americans	Chicago, IL
Aug. 23-29	USBSA Nationals	Lake Tahoe, CA
Aug. 26-29	Boardsailing Canada Nationals	Meaford, Ontario

(Story on pg. 39)

SPEED CROSSING RESULTS

16.1 Nautical Miles (29.9 Kilometers)

Place	Name	Country	Time	Average Speed (Knots)
1.	Robby Naish	USA	1:22:55:40	11.78
2.	Fraser Black	UK	1:24:12:74	11.49
3.	Klaus Walther	Ger	1:29:51:95	10.85
4.	Fred Haywood	USA	1:31:20:72	10.61
5.	Philippe Boghossian	Fr	1:32:57:04	10.5
6.	Luc Mery	Fr	1:32:59:06	10.5
7.	Charley Dale	USA	1:35:27:09	10.16
8.	Dean Froome	USA	1:35:27:97	10.15
9.	Alan Cadiz	USA	1:41:17:88	9.56
10.	Klaus Simmer	Ger	1:43:05:81	9.37

MAALAEA DASH RESULTS

6.36 Nautical Miles (11.82 kilometers)

Place	Name	Country	Time	Average Speed (Knots)
1.	Jürgen Hönschied	Ger	21:28:69	17.8
2.	Robby Naish	USA	22:07:14	17.25
3.	Arnaud de Rosnay	Fr	22:13:50	17.18
4.	Klaus Simmer	Ger	22:40:00	16.84
5.	Fred Haywood	USA	22:49:10	16.72
6.	Todd Jones	USA	24:50:51	15.37
7.	Luc Mery	Fr	25:04:66	15.22
8.	Ted Andrus	USA	25:10:19	15.16
9.	Jonathan Weston	USA	25:12:43	15.14
10.	J. P. Boghossian	Fr	25:20:12	15.06



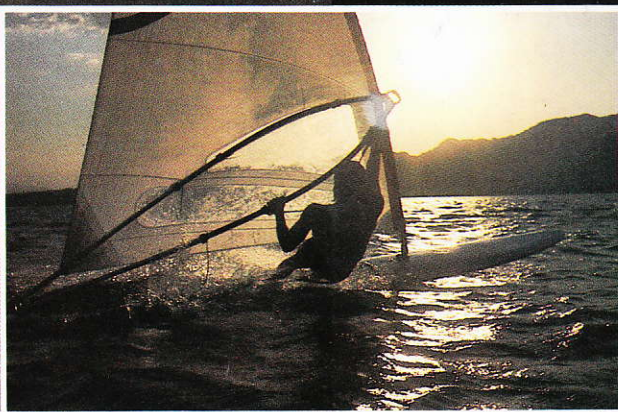
by John A. Eckert

The most fascinating environments are those involving contrast: the green, lower slopes of the Canadian Rockies against jagged peaks; the sea at Point Lobos only feet away from the gentle pine forest, and Lake Mead's watery expanses set against the sparse desert. Lake Mead's contrasts are many. Consider the brightly colored spring flowers bursting out of stark lava beds. And the almost chilling effect of board spray evaporating on your body on a 115° summer afternoon. The isolation and natural beauty of the lake so near

to the glitter of Las Vegas gives both more meaning. All this is exciting and adds to the thrill of sailing on this remarkable lake.

Lake Mead is the body of water formed behind Hoover Dam and extending 115 miles up to the cliffs of the Grand Canyon. The Lake Mead Recreational Area also takes in Lake Mohave which is immediately below the dam and extending 70 miles south to Parker Dam. Mead is so big and has such diversity of shoreline that one can almost pick an environment to suit their

LAKE MEAD DESERT BLAST



*Paul Eckert surveys a land of vast expanses
and wind-blown rides.*



(Spread) Lake Mead, glimmer on a barren landscape. (Inset top) Storm-front sailing. Paul Eckert. (Bottom) View from the lake: dust storm.

mood. You can sail through narrow canyons with giant cliffs on either side. You can sail to islands with isolated beaches, and in the spring to small coves lined with flowers.

Funny thing is that as big as the lake is, we seldom use more than one square mile of it. I imagine in time we'll spread out a little and start to sail in other coves, perhaps find spots where winds are better — at least in certain seasons. For example, when winds finally swing all the way around from the north, after the passage of a front, the Virgin Basin of the lake offers a much greater fetch and some wave size. In time, sailboard caravans will probably travel those lonely dirt roads to deserted beaches in the other basin. But for now, our boardsailing takes place between the shore and a rocky group called the Boulder Islands. This is not a

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bad first choice. The kind of sailing we seem to enjoy most on Lake Mead is the wild, big-wind-puff kind that seems to be associated with desert lakes. On Mead, these blasts run to 40 mph.

Most of the big winds come out of the south, and this gives rise to two nice conditions at our present sailing site.

"... the wind went from about 10 to 73 mph in five minutes."

First, waves are generated out of the canyon leading to the dam, and can build waves to two or three feet off the islands. Second, the wind — due to the shore configuration — often comes in giant puffs. The way we sail it is to work to windward in the lulls, and watch for the darkening water that means "get crazy time." On starboard tack, you are

slamming into the waves, getting air with just a little nudge down on the boom. On port tack, you are riding fast with the waves, carving the board across the faces. It is one exciting place to sail!

Sailboards came late to the lake. We really got started in about 1979. Trouble is that nobody bothered to come over from the West Coast and show us how. We could have used a pied piper, but we had to pick it up ourselves — or rather two locals picked it up and then taught the rest of us. Sailing itself only gained popularity on the lake in the mid-60's. Before that, it was considered too dangerous because of the sudden high velocity winds. In the early sixties, those of us who sailed the lake were for the most part sailing small nonself-bailing dinghies, and they were probably dangerous, as they are today.



From the dinghies we went to the retractable keel boats and finally to small fixed-keel boats. The real test for sailing on the lake came in the regatta of 1968 when the wind went from about 10 mph to 73 mph in five minutes. It was a survival sail, but only two boats had to be towed in and no boats were lost;

"Don't forget the high-wind daggerboard."

sailing had arrived. Early in the 70's, Hobie Cats showed up, and like the current sailboards, could take advantage of those big puffs. There are, however, two difficulties with the cats: 1) They are a lot of hassle to put together, particularly in gusty winds, and 2) righting a turtled catamaran is a lot of work. Yet like a lot of fun toys, they are

most fun when operating on the ragged edge. The lake seems made for board-sailing, and most of the sailing on Mead is by sailboard.

Before you run outside, throw the board and rig on the car and head for the lake, let me warn you all is not deserted beaches, great scenery, and big winds. Unfortunately, our winds depend on the season. In particular, the fall winds can be a great big zero. It's a shame, too, because the water temperature is still in the 70's right through October and the temperatures at the lake are quite mild; but in the fall, the wind just does not cooperate unless some kind of a front moves through. Weather doesn't always follow its rules, however, and last fall I was sore all over from a week of absolutely wild winds. Early summer more than makes up for the fall lulls. Sometimes in June the



(Top left) Hot blasting. (Middle) Las Vegas is down the road. (Bottom left) Cholla cactus, gift of spring. (Bottom right) Karen Eckert keeps a cool head. (Above) Lake Mead's desert grandeur.



wind will blow over 20 nearly every day, and sometimes up to those arm-stretching 30's and 40's. Spring and winter winds can also be good, although the water temperatures will probably put you in a wetsuit. Fortunately, it never gets below the low 50's.

By now you should get some idea of what kind of equipment to bring to the lake. Include a marginal and maybe a storm sail. Don't forget the high-wind daggerboard. If you have a Rocket, this is Rocket country. Don't let those Hawaiian pictures fool you. You can get a big board totally out of the water on a lake. The altitude record on the lake was set last August in a storm that yielded winds in excess of 50. Two wave sailors braved the big winds and waves with mini sails. A conservative estimate is that a board was five feet above the water, but unfortunately, no



pictures. Next time. As long as we're on lake records, the distance record was also set last summer. Paul and Eric Eckert (close relatives) started out about two in the afternoon from Hemenway Harbor, and by 8:30 in the evening were 40 miles away in Temple Bar. They had planned to stop halfway and

"You can sail through narrow canyons with giant cliffs on either side."

sleep all night in the sails, but an unexpected hard spill in the Virgin Basin caused the pack on the harness to open, dumping all the supplies. It was either finish or starve!

If you are from the East and taking the Great Western trip, traveling the Grand Canyon loop, or from Southern California and tired of gentle winds,

come to Lake Mead and stretch your arms. Being thirty miles from Las Vegas, there is absolutely no problem in finding motels or restaurants. If you are into camping, there is a campground less than a mile from the beach where we sail. Boulder City, the nearest town to the lake, has restaurants and supermarkets but no gambling. Go to Las Vegas for life in the fast lane. The owners of two of the biggest casinos are avid boardsailors, so at least you know where a little of your money is going.

Note: Equipment can be rented and supplies purchased at Highland Windsurfing located at 600 S. Highland Drive in Las Vegas. Their phone number is 702-382-5093. Wind information can be obtained by calling the National Park Service at 702-736-3854.



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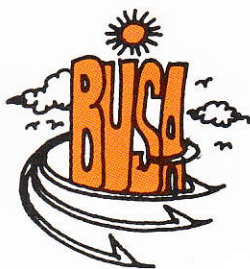


KITE SAILING

Jim Drake, co-inventor of the sailboard, has emerged with a new dual-purpose foil. The kite-like rig is as free of a

sailing system as you'll see, completely independent of the board. Between sailing sessions, it can be used as a mini hang glider — possibly

the integral tie-in for wave jumpers who want to extend their air time. Sailor: **Peter Cabrinha**. Photo: **Jay Freis**.



BUSA RISES

Boardsailing USA, a non-profit organization, has been founded by five sailboard companies to promote and coordinate increasingly popular open-class racing in America. Funding for races is supplied by Kronenbourg Beer. **Michael Fair**, BUSA President, aims at "directing the orderly growth of the sport by organizing races and creating public awareness that will lead to more participation."

BUSA plans to seat a non-sponsored sailor on its board of directors, and has already run three regattas building up to their Nationals September 1-5 on the San Francisco Bay.

USBSA, the original open-class organization in the U.S., plans its Nationals at Lake Tahoe, California the week before BUSA's Nationals. So, who will really be the U.S. Champion? **Susan Noyes**, USBSA Executive Director, says, "The two organizations are trying to sit down and define our goals to see where we stand. The last thing we want to do is confuse the sailors." Meanwhile, be prepared to accept two National Champs in each open-class category.



BIG GAME

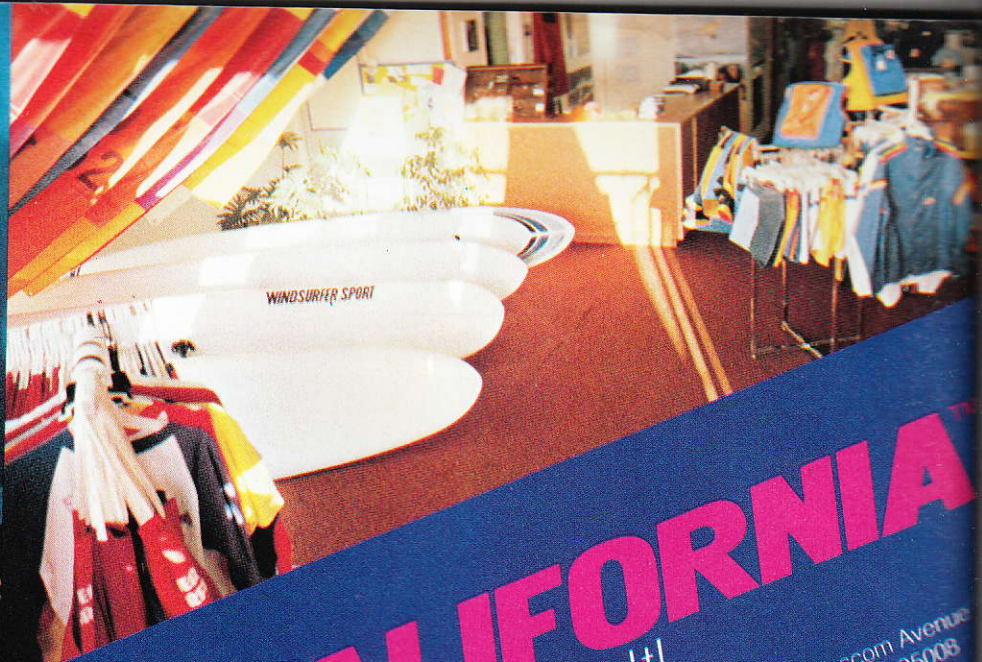
Some shoot them, some photograph them, and some sail around them. Filming a

commercial for Japanese TV, "**Eleanor the Waterskiing Elephant**" and **Rhonda Smith** had California's Lake Castaic to themselves — Eleanor maintaining a casual posture on the wind-stirred lake as Rhonda sheeted-in for the closeups.



400-FOOT SPEEDSTER

Fueled by a burning desire to become the fastest man on a sailboard, designer/shaper **Gary Efferding** was recently clocked at over 30 mph at Dunedin Causeway, Florida. Professor **Sam Bradfield** of the Speed Trial Organization recorded the time over a 400-foot course; shorter than the 500-yard courses used for official speed trials, but an indication that Efferding may be a force to be reckoned with in future trials. Photo: **Williams**.



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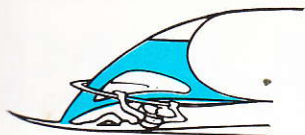
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RULING ON WINDGLIDER

"Judge Lasker of the New York District Court has ruled that **Windglider** GMBH, owned by **BIC** Leisure Products Inc., must abide by its agreement with **Windsurfing International, Inc.**, not to import or sell Windgliders in the U.S. or Canada," according to Windsurfing International.

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SWEET HOME CHICAGO

At the receiving end of Lake Michigan's long fetch, the wind waves of Chicago



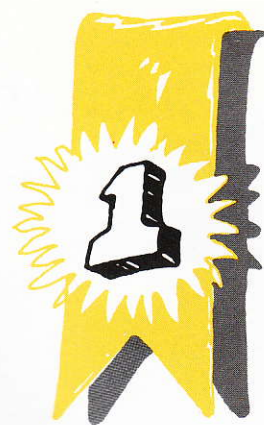
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In its third summer, the **Feria Windsurfing Express** offers bus tours to Europe's top boardsailing locales. And wherever you travel, your board and gear follow via trailer. For more information write: Feria Surfreisen, Herzog-Heinrich-Str. 38, 8000 Munchen 2, West Germany.



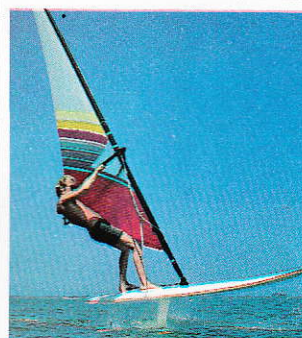
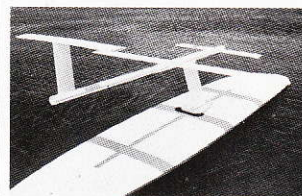
SHOW STOPPER

In the waning days of the Pan Am Cup, **Andrea Place** and skipper **Dan Wilson** teamed up to enliven beached competitors with a Barnum and Bailey caliber performance. Photo: **Alastair Black**.



MAGGIE TO WIND SURF

Western Publications Association annually awards "Maggies" (like "Oscars," "Emmys," etc.) to the best magazines in various categories. We were proud to be nominated in three categories this year, and even prouder to receive a Maggie for **Best New Magazine of 1981** (new to newsstands and the open market). Where do we go from here? "A continued dedication to excellence, responsible reportage and just plain fun and entertainment," says Editorial Director John Severson, "and meet the next deadline!"



GETTING ABOVE IT ALL

Sam Bradfield, a professor at the University of South Florida, has developed hydrofoils that easily mount in the well of a standard Windsurfer. Ideal wind speed for the foil is 5 to 15 knots, but Bradfield (designer of a world speed record hydrofoil boat) is working on higher speed designs for sailboards. Photo: **Williams**.

add texture to a windy city sailor's downtown commute. Photo: **Todd Francis**



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PAN AM

CONT. FROM PAGE 37

around regatta skills. But again the winds just teased; the anemometer reading hovered at 14 knots into the afternoon, and Saturday passed without a race.

The sailors, though disappointed, remained understanding. Said Pudenz: "Up to now they've made the right decisions concerning the wind. I'm one of the sailors who think — and I think a lot of us think the same — that it's better to have no race than a shitty race. Coming here, I've learned that you have to be prepared to wait. If there's no wind, there's no race; that's all. Going around and shouting at the conditions is helpless."

BITING THE BULLET

Sunday, the last day of the Pan Am's schedule, started off with partly cloudy skies and 18- to 20-knot winds. The committee scrambled to set the marks for triangle racing only to find that nature was just trying for one last laugh. To everyone's amazement, the wind speed slipped back below 15 knots before a start could be made; time had run out on

"... waiting for wind ... an occupational hazard."

the 1982 Pan Am.

"It's not *our* fault," Robby clarified for Kailua Bay hosts in general. "We did the best we could. A lot of people are upset about it, but better to be here than to be in Germany or Norway or the Mainland where it's freezing cold and blizzards!"

At the final skippers' meeting, Red Haywood announced that there would be an awards presentation and banquet at the Kaneohe Yacht Club that night, and that the results of the three qualification races would stand for the regatta.

"It's good they're going to award them," said Fraser Black. "The competitors deserve it for patience."

"We are fully disappointed that we didn't have winds above 15 knots every day," Red Haywood said later that afternoon. "All the sailors' equipment is designed for high speeds and high winds and waves, and going in lighter winds would really not have been fair to them. My only thought was to make it fair for everybody; to go when we should go, not to go when we shouldn't go, and that's what we did."

Haywood also expressed the belief that the first six or seven places would have probably been pretty much the same had the entire regatta been run off, and that seems right. Certainly it's difficult to imagine that Robby Naish wouldn't have won.

As for the system of registration for the event, that may be changing for next year. "It's not going to be the first 160," Red indicated. "We're going to change our method of selection so that we do get the top racers in the world."

Another thing that will be different for next year's Pan Am is that many of the top competitors will be making their own boards. As Jan Wangaard put it: "Because he (the builder of his board) is an artist, he is putting his own mind into it and it naturally looks a bit different from what I designed. I have to accept it; I'll just have to make it myself. I cannot explain it to him 100%."

After two years of mediocre winds, some Europeans were thinking of not coming to the next event. After all, it's an expensive trip. Some say they will consider it carefully. But how could they resist? With ice on the lakes and snow on the ground, and with a warm-water circuit inviting them to Paradise, they'll get here however they can, you can be sure. As Ken Winner says: "It's a prestigious regatta; that's a major reason to be here. And Kailua Bay when it's rough, when it's windy ... it's a delightful place to race!"

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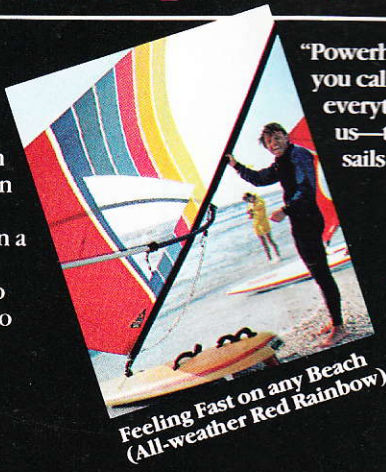
Winning at Kailua
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LAST BLAST



How to start with your own crowd: "trandem" sailing. Although commercially inspired, the event easily added up to three times everything, including confusion and fun. Sailors front to back were Craig Yester, Brian Ing and Serge Grisseemann. Then there was Charlie Smith, Tom Peach and Peter Trombly (who shaped the 25-foot monsters). Photos: Steve Wilkings.



BARE

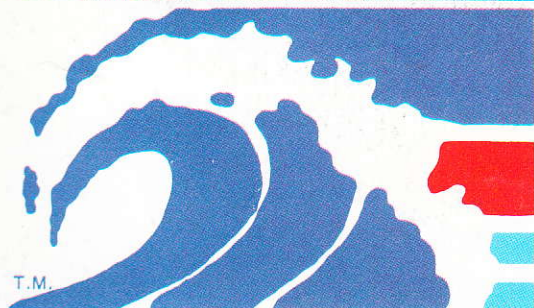
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